



## **Third Taxing District**

2 Second Street  
East Norwalk, CT 06855

Tel: (203) 866-9271

Fax: (203) 866-9856

### **Third Taxing District of the City of Norwalk**

#### **Commission Meeting**

**Monday, December 4, 2017 at 7:00p.m.**

At the Third Taxing District Office, 2 Second Street, East Norwalk, CT

1. Public Comment – 15 Minute Limit
2. Insurance Renewal (Peter Murphy) – A/R (Pgs. 1-5)
3. Norwalk 2.0 – Possible A/R (Pgs. 6-10)
4. Discussion/Analysis of Financial Statements/Key Performance Indicators (Pgs.11-16)
5. Minutes of Meeting – November 8, 2017 Regular Meeting (Pgs. 17-23) and  
November 16, 2017 Special Meeting (Pgs. 24-26) – A/R
6. Second 2016 CMEEC Equity Distribution – A/R (Pgs. 27-44)
7. General Manager's Report (Pg. 45)
  - CT Sales Tax Audit – Update
  - Audit Status
  - Chevy Volt – Lease Status
  - Pole Attachments
  - Other
8. Appointment of New Representative on the East Avenue Design Committee – A/R
9. Appointment of New Representative on the Walk Bridge Stakeholders/Design  
Committee – A/R
10. Undergrounding by Eversource Relating to Walk Bridge (Pgs. 46-118)
11. Adjourn

\*A/R – Action Required/See Attached Motion

Agenda backup material is available at the TTD office, [www.ttd.gov](http://www.ttd.gov) and will be available at the meeting.

M:\Shared\ Commission Meeting Information\Agenda 12-4-17.doc

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#### *District Commissioners*

**David L. Brown** 203-866-8099  
**Debora Goldstein** 203-252-7214  
**Pamela Parkington** 203-858-4261

Chairman  
Commissioner  
Commissioner

**Kevin Barber** 203-866-9271  
**Ron Scofield** 203-866-9271  
**Johnnie Weldon** 203- 216-2652

General Manager  
Assistant General Manager  
Treasurer

## Cynthia Tenney

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**From:** Peter Murphy [Peter@JPMinurance.com]  
**Sent:** Tuesday, November 21, 2017 4:22 PM  
**To:** Kevin Barber; Ron Scofield; Cynthia Tenney  
**Cc:** Brissen Violette  
**Subject:** Third Taxing District Renewal Proposal 2018 to 2019  
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

Good afternoon,

I hope this email finds you all well!

Attached is the renewal proposal, which uses the same format as the 2017 proposal.

Once again, myself and Brissen worked very closely with the underwriter to have maximum credits and pricing applied based on the Districts loss free year with Scottsdale. As you will see the Commercial Package Policy premium is down slightly, the excess Liability premium is up slightly. The Boiler and Machinery, as well as the Crime coverage premium are same as expiring premium. The auto premium is down, and Professional/EPLI liability premium is up a little, along with the Workers Compensation.

The workers Compensation increase is solely due to the fact that this carrier increases the payrolls a little each year until the audit is completed at the end of January, at which time it will be adjusted.

**This all resulted in less than a 3% increase.**

**Cyber liability** – the carrier is unable to provide the renewal quote, as we are more than 60 days out from the effective date of 2/3/2018. The current annual premium is \$6165, and I do not anticipate any major increase. I would like to request, as I did last year, that we get approval to renew if we have a 5% increase or less.

### **Side notes.**

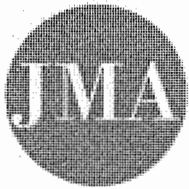
- 1, Hartford Steam & Boiler also included the TOGA transformer testing services again this year.
- 2, Once again the workers comp experience MOD dropped from 0.89 to 0.88. I can't express enough that this is a direct result, of the great work from the management, and the staff at TTD to mitigate, and continue with the proactive safety of the employees.

Kevin, I will be more than happy to meet with you early next week. This way we can review this in detail, and I can answer any questions you may have prior to the meeting, as I know we have not had a chance to sit down as of yet.

Please do not hesitate to contact me with any questions or concerns. I look forward to attending the December 4th Commissioner Meeting.

Thanks

Peter J. Murphy  
James P. Murphy & Associates, Inc.  
Three Belden Avenue, P.O. Box 551  
Norwalk, CT 06852  
Phone: 203-840-8877  
Cell: 203-515-7716  
Fax: 203-840-8880  
[www.jpminurance.com](http://www.jpminurance.com)



**James P. Murphy & Associates**

**Third Taxing District Electrical Department**

**Two Second Street  
Norwalk, CT 06855**

**Property & Casualty  
Insurance Renewal Proposal  
January 1, 2018 to January 1, 2019**

**Peter J. Murphy  
James P. Murphy & Associates, Inc.  
3 Belden Avenue, P. O. Box 551  
Norwalk, CT 06852  
Phone: (203) 840-8877  
Fax: (203) 840-8880  
[www.jpminsurance.com](http://www.jpminsurance.com)**

*This proposal was created expressly for Third Taxing District Electrical Department and is designed to outline the coverages and premiums as quoted. This is not a binding contract for insurance. Upon review and acceptance of coverages, terms and premiums by Third Taxing District Electrical Department coverage can be bound through James P. Murphy & Associates, Inc.*

Three Belden Avenue - P.O. Box 551, Norwalk, CT 06852 • **phone** 203.840.8877 • **fax** 203.840.8880  
[www.jpminsurance.com](http://www.jpminsurance.com) • **email** [info@jpminsurance.com](mailto:info@jpminsurance.com) • **toll free** 800.378.7526

**Third Taxing District City of Norwalk Electrical Department  
Insurance Renewal January 1, 2018 to January 1, 2019  
Comparison of Expiring to Renewal Coverages**

<b>Policy Type</b>	<b>Expiring Coverage</b>	<b>Renewal Coverage</b>
<b>Commercial Package Policy</b>		
2 Second Street - Office Building	\$753,408.00	\$753,408.00
Business Personal Property	120,120.00	120,120.00
EDP equipment and Media	208,000.00	208,000.00
2 Second Street - Garage Building	467,688.00	467,688.00
Business Personal Property	78,000.00	78,000.00
56 Van Zant Street - Firehouse Building	702,684.00	702,684.00
213 East Avenue - Office Building	300,000.00	300,000.00
213 East Avenue - Garage Building	52,000.00	52,000.00
Business Personal Property	52,000.00	52,000.00
213 East Avenue - Electrical Substation	3,120,000.00	3,120,000.00
51 Van Zant Street - Library Building	1,133,868.00	1,133,868.00
Business Personal Property	208,000.00	208,000.00
16 Rowan Street - Electrical Substation	3,120,000.00	3,120,000.00
16 Rowan Street - Garage Building	71,488.00	71,488.00
Business Personal Property	10,400.00	10,400.00
East Avenue, Cemetery Street - Cemetery Fence	208,000.00	208,000.00
Headstones	520,000.00	520,000.00
East Avenue, Hanford Switch - Clock	52,000.00	52,000.00
Fifth St/Gregory Blvd/Marvin St - Monument	10,400.00	10,400.00
10 Norden Place - Generators	3,016,000.00	3,016,000.00
6 Fitch Street	5,175,500.00	5,175,500.00
Norden Place - Substation	1,100,000.00	1,100,000.00

Policy Type	Expiring Coverage	Renewal Coverage
<b>Deductibles</b>		
Building and Business Personal Property	5,000.00	5,000.00
Earthquake	25,000.00	25,000.00
Flood	10,000.00	10,000.00
Inland Marine	500.00	500.00
<b>General Liability Limits</b>		
Per Occurrence	1,000,000.00	1,000,000.00
Personal Injury & Advertising Injury	1,000,000.00	1,000,000.00
Products/Completed Operations Aggregate	2,000,000.00	2,000,000.00
General Aggregate	2,000,000.00	2,000,000.00
Fire Legal Liability	500,000.00	500,000.00
Medical Expense	5,000.00	5,000.00
Employee Benefits Injury Limit Each Offense	1,000,000.00	1,000,000.00
<b>General Liability Rating Basis - Payroll</b>		
Electric Power Payroll	754,977.00	754,977.00
<b>Total Commercial Package Premium</b>	<b>\$49,156.64</b>	<b>\$49,101.52</b>

**Boiler and Machinery/Equipment Breakdown Policy**

Property Damage Total Insurance Values, Including Building, Business Personal Property, EDP Equipment/Media, Substation, Clock and Generators	19,565,656.00	19,565,656.00
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**Deductibles:**

Direct Coverage	10,000.00	10,000.00
\$1.50 per KVA, subject to minimum	10,000.00	10,000.00
Transformers	50,000.00	50,000.00

Indirect Coverages	1 Times ADV	1 Times ADV
Transformers - minimum \$1.50 per KVA	3 Times ADV	3 Times ADV

<b>Total Boiler &amp; Machinery Premium</b>	<b>\$33,171.00</b>	<b>\$33,171.00</b>
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**Commercial Auto Policy**

Combined Single Limit, Hired/Non-Owned Auto Liability		
Uninsured/Underinsured Motorists	1,000,000.00	1,000,000.00
Comprehensive/Collision Deductible with Full Glass	2,000.00	2,000.00

Policy Type	Expiring Coverage	Renewal Coverage
6 Trucks, 1 Trailer, 3 Private Passenger	6 Trucks	6 Trucks
<b>Total Commercial Auto Premium</b>	<b>\$17,502.00</b>	<b>\$17,466.00</b>
<b>Crime Policy</b>		
Employee Theft	100,000.00	100,000.00
Deductible	5,000.00	5,000.00
<b>Total Crime Premium</b>	<b>\$793.00</b>	<b>\$793.00</b>
<b>Workers Compensation Policy</b>		
Electrical Light and Power NOC All Employees/Drivers Payroll	754,977.00	770,077.00
Clerical Employees NOC Policy	676,860.00	690,397.00
Mod Rate	0.89	0.88
<b>Total Workers Compensation Premium</b>	<b>\$25,103.00</b>	<b>\$28,614.00</b>
<b>Professional Liability/EPLI Policy</b>		
Public Officials - Per Claim	1,000,000.00	1,000,000.00
Employment Practices Liability - Per Claim	1,000,000.00	1,000,000.00
Retention for Any Claim	10,000.00	10,000.00
<b>Total Professional Liability/EPLI Premium</b>	<b>\$3,780.00</b>	<b>\$3,933.00</b>
<b>Excess Liability</b>		
Liability Limit	10,000,000.00	10,000,000.00
Retention	10,000.00	10,000.00
<b>Total Umbrella Premium</b>	<b>\$11,620.00</b>	<b>\$11,649.00</b>
<b>GRAND TOTAL OF ALL PREMIUMS</b>	<b><u>\$141,125.64</u></b>	<b><u>\$144,727.52</u></b>

# EVENT EXHIBIT SPACE AGREEMENT

On behalf of Norwalk 2.0, thank you for offering Constitution Park as a host location for our pop up gallery and art events programming. Norwalk 2.0 in collaboration with various artists, associations and entities are looking forward to creating an awesome space.. The details are confirmed as follows:

**LOCATION:** Constitution Park, East Norwalk, CT 06855

**DATES:** August 22, 2016 through Fall of 2017

**TIMES:** Various events scheduled with varying times.

**EVENT:** Pop Up/Artists Incubator branded as "TBD"


**Personnel:** Event personnel supplied by Norwalk 2.0;

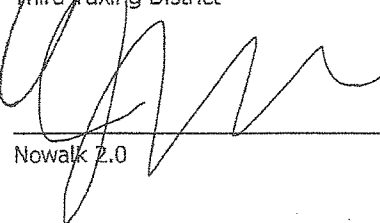
**Other:** Norwalk 2.0 to supply show items, and provide own tables, chairs, racks etc for show needs. Space delivered as is/where is and returned in same condition with the exception of agreed upon work that may need to take place from time to time, based on specific event needs. Electricity will be billed directly to Norwalk 2.0.

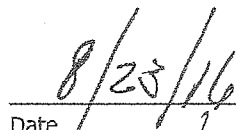
**Insurance:** Norwalk 2.0 agrees to name Third Taxing District as additional insured with a certificate of insurance naming same with such insurance providing the minimum following liability coverage of \$500,000 per occurrence and \$1,000,000 in the aggregate.

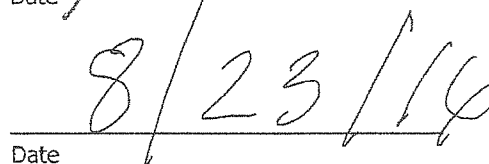
**Rental Fee:** PR in lieu of fee.

**Promotion:** Norwalk 2.0 agrees to include, as appropriate, mention of the TTD in promotional materials, efforts and announcements: I.e. space provided courtesy of the THIRD TAXING DISTRICT.

  
\_\_\_\_\_  
Third Taxing District

  
\_\_\_\_\_  
Norwalk 2.0

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date

## **norwalk 2.0**

Third Taxing District Commissioners:

Dave Brown

Charles Yost

Deborah Goldstein

Dr. Michael Intrieri

Third Taxing District

2 Second Street

East Norwalk, CT 06855

July 26, 2016

Dear Commissioners,

Thanks for considering participation in our program this year. We are looking at installing our two mobile arts center shipping containers at Constitution Park. This will create an arts pace for us to continue our programming of art exhibits, concerts and workshops in a highly visible space.

We are a registered 501c3 non profit. so your donation of the space would be considered an in-kind donation.

Our intended use of the property is to program daytime and special event exhibits that reflect the cultural heritage of Norwalk and introduce emerging artists to a broader community. In addition we would be hosting evening activities including art exhibits and events, ultimately providing activity on a periodic basis dependent on the weather..

Attached you will a draft of a memorandum of understanding outlining the terms use of Constitution Park.

**Regards,**

Jackie Lightfield  
chief problem solver  
203 434 5506



## **norwalk 2.0**

The purpose of the project is to connect with the community and draw people to Norwalk as part of our Catalyzing Placemaking efforts. Norwalk 2.0 has been a grant awardee by the State of Connecticut for the past three successive years, and this project represents the programming end of our mobile arts center grant.

### **Impact**

At the individual level, we anticipate that participation in the program will result in: improved access to downtown services; increased feelings of coolness; increased integration into the community; increased knowledge of community history; and increased feelings of neighborhood. At the community level, we believe the program will result in: increased utilization of the downtown and increased commercial activity.

### **Evaluation**

During each activity we will initiate data collection by conducting baseline interviews with community residents and businesses in the target zip codes and completing detailed community observations at multiple locations over several occasions. Over time, findings from these interviews and observations will allow us to assess progress towards our community outcomes.

### **Key Personnel**

**Jackie Lightfield, Project Manager:** As an entrepreneur since 1996, Jackie Lightfield has been a driving force in overseeing Norwalk 2.0's growth. Lightfield served as Chairman of the City of Norwalk's Zoning Commission and Arts Commission prior to co-founding Norwalk 2.0. Lightfield brings extensive experience in managing projects, conducting research, and analyzing policy around a variety of topics within the field of economic development. She will manage all aspects for the duration of the project.

**Maribeth Becker, Project Manager:** A renowned Norwalk community activist and social change leader, Maribeth Becker co-founded Norwalk 2.0 following a decade of work in Norwalk as a community volunteer. Becker has many years of experience in organizing for the betterment of our communities. She previously served as Vice Chair of the Norwalk Arts Commission and as a lifelong advocate for building teamwork and strategic community partnerships.

### **Project Partners**

**DECD Department of Arts & Culture:** The **Office of the Arts** develops and strengthens the arts in Connecticut and makes artistic experiences widely available to residents and visitors. Through its grant programs, the office invests in Connecticut artists and arts organizations and encourages the public's participation as creators, learners, supporters, and audience members. Through its program and services, the office connects people to the arts and helps to build vital communities across the state.

## **Information for Property Owners**

Want to lure throngs of the tri-state area's art-loving residents and tourists who visit or work in Norwalk to pop over to your property?

That's the goal with the pop-up exhibit initiatives from Norwalk 2.0. Norwalk 2.0 is transforming vacant real estate into new temporary creative spaces where art, startups and creative economy energy fill retail spaces to excitement and additional foot traffic in downtowns.

Starting with three projects in 2008, we have successfully created events and exhibits that have drawn thousands of active visitors to SoNo, Mathews Park, Wall Street and Freese Park. The economic benefit was immediate, more people, more sales, more awareness of the exciting opportunities to create new business ventures in Norwalk. With the support of the Department of Economic and Community Development, Connecticut Office of the Arts which also receives support from the National Endowment for the Arts, a federal agency (**DECD Office of the Arts**) we have developed a project focusing on Wall Street. Our goal is to expand throughout the Norwalk, supporting the work of artists and Norwalk's business community at the same time. We need your help to make it happen!

### **Benefits of Temporarily Donating Space**

- Provides an exciting new way to market your vacant property to potential tenants;
- Increases pedestrian traffic to surrounding businesses;
- Showcases vacant retail spaces as attractive sites;
- Your property and your donation will be prominently featured on both the POP City and Norwalk 2.0 web sites;
- Generates economic development in the downtown through increased traffic to area stores and restaurants;
- Helps create good will that the public and media will embrace;
- Your property will be part of an ongoing PR campaign;
- Recognition for your donation in the Norwalk 2.0 newsletter; (distribution 3,000)
- If your property is leased, the temporary exhibit moves out; (15 days notice)

Norwalk 2.0 will work with you to set the guidelines for your space and find an appropriate match to showcase your space throughout the exhibit.

All Norwalk businesses are eligible to participate.

Your generosity is the cornerstone of this program and our first priority is to safeguard your interests by returning your property in the same or better condition than received.

Norwalk 2.0 is part of a growing national movement that leverages technology to increase social engagement in and participation in communities. **Gov 2.0**, **Code for America** and **Startup America** all focus on delivering tech tools to local organizations and communities to enable better and more efficient ways of making communities better.

Maribeth Becker and Jackie Lightfield founded Norwalk 2.0 in the summer of 2010 to address needs in Norwalk after extensive work as civic leaders.

Norwalk 2.0's mission is to engage residents, businesses and community organizations to work together and create an authentic, creative, economically diverse and sustainable future.

For more information visit the website: [www.norwalk2.org](http://www.norwalk2.org)

Please contact:

Jackie Lightfield

Program Manager & Curator

**[jackie@norwalk2.org](mailto:jackie@norwalk2.org)**

203.434.5506

**Third Taxing District  
Financial Highlights  
Jul-Oct 2017 vs. Jul-Oct 2016**

	Jul-Oct 2017	July-Oct 2016	\$ Change	% Change
Total Income	3,292,156	3,574,151	-281,995	-7.89%
Total Expense	3,274,416	3,823,872	-549,456	-14.37%
Net Ordinary Income	17,740	(249,721)	267,461	107%
Other Income	360,099	182,978	177,121	97%
Other Expense	-	104	(104)	-100%
Net Income before Rate Stabilization	377,839	(66,848)	444,686	665%
Rate Stabilization	135,545	775,586	-640,041	-83%
Net Income	513,384	708,738	(195,355)	-28%

**CASH BALANCES FY 2017**

	Oct-17
<b>ACCTS</b>	
Operating Accounts	1,768,883
Construction WIP	29,659
Savings	575,394
Capital Improvements Fund	987,755

**TTD Outstanding Principal Balance with CMEEC**

Balance as of July 1, 2016	4,345,583
Current Balance	3,348,650
Current Fiscal Year Capital Additions to date	340,973

	Current Fiscal Year-to-Date	Last Fiscal Year-to-Date	\$ Change	% Change
<b>Power Supply</b>				
Energy Cost	\$ 1,942,495	\$ 2,422,727	\$(480,232)	-20%
Budget Energy Cost	\$ 1,472,040	\$ 1,790,595	\$(318,555)	-18%
Energy Cost Cents/KWH	9.000	10.950	\$ (1.95)	-18%

**Third Taxing District**  
**Profit & Loss Prev Year Comparison**  
**October 2017**

	Oct 17	Oct 16	\$ Change	% Change
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
443-00 · Cervalis Data Center Revenues	20,947.91	20,004.91	943.00	4.71%
440-00 · Residential Sales	296,498.48	283,643.44	12,855.04	4.53%
442-01 · Large Commercial Sales	77,901.07	70,923.29	6,977.78	9.84%
442-02 · Small Commercial Sales	215,275.58	197,652.16	17,623.42	8.92%
445-01 · Water Pollutn Contrl Plnt Sales	80,764.38	82,304.10	-1,539.72	-1.87%
445-02 · Flat Rate	8,383.29	8,655.54	-272.25	-3.15%
451-00 · Miscellaneous Service Revenue	22,532.63	3,357.01	19,175.62	571.21%
557-00 · Purchased Power Adjustment	98,038.12	108,845.61	-10,807.49	-9.93%
<b>Total Income</b>	<b>820,341.46</b>	<b>775,386.06</b>	<b>44,955.40</b>	<b>5.8%</b>
<b>Cost of Goods Sold</b>				
555-00 · Electrical Power Purchased	399,796.08	460,285.34	-60,489.26	-13.14%
<b>Total COGS</b>	<b>399,796.08</b>	<b>460,285.34</b>	<b>-60,489.26</b>	<b>-13.14%</b>
<b>Gross Profit</b>	<b>420,545.38</b>	<b>315,100.72</b>	<b>105,444.66</b>	<b>33.46%</b>
<b>Expense</b>				
904-00 · Substation	12,052.48	9,292.71	2,759.77	29.7%
403-00 · Depreciation Expense	64,676.80	64,676.80	0.00	0.0%
408-00 · Taxes	109,382.47	99,430.30	9,952.17	10.01%
540-00 · Other Power Generation Expense	9,895.79	3,315.29	6,580.50	198.49%
580-00 · Distribution Expenses	9,433.79	12,282.96	-2,849.17	-23.2%
590-00 · Maintenance Expenses	42,321.93	43,478.83	-1,156.90	-2.66%
900-00 · Customer Accounts & Service	21,973.47	18,985.52	2,987.95	15.74%
920-00 · Administrative Expenses	132,886.72	178,452.32	-45,565.60	-25.53%
<b>Total Expense</b>	<b>402,623.45</b>	<b>429,914.73</b>	<b>-27,291.28</b>	<b>-6.35%</b>
<b>Net Ordinary Income</b>	<b>17,921.93</b>	<b>-114,814.01</b>	<b>132,735.94</b>	<b>115.61%</b>
<b>Other Income/Expense</b>				
<b>Other Income</b>				
419-00 · Interest Income	650.00	520.20	129.80	24.95%
421-00 · Norden Project Income	43,160.00	49,490.24	-6,330.24	-12.79%
423-00 · Gain/(Loss) from Sale of FA	231.20	2,500.00	-2,268.80	-90.75%
424-00 · Energy Conservation Fund Income	10,660.71	2,322.24	8,338.47	359.07%
<b>Total Other Income</b>	<b>54,701.91</b>	<b>54,832.68</b>	<b>-130.77</b>	<b>-0.24%</b>
<b>Other Expense</b>				
<b>Total Other Expense</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>Net Other Income</b>	<b>54,701.91</b>	<b>54,832.68</b>	<b>-130.77</b>	<b>-0.24%</b>
<b>Net Income before rate stabilization</b>	<b>72,623.84</b>	<b>-59,981.33</b>	<b>132,605.17</b>	<b>221.08%</b>
<b>Rate Stabilization</b>	<b>20,474.15</b>	<b>121,811.32</b>	<b>-101,337.17</b>	<b>-83.19%</b>
<b>Net Income</b>	<b>93,097.99</b>	<b>61,829.99</b>	<b>31,268.00</b>	<b>50.57%</b>

**Third Taxing District**  
**Profit & Loss Prev Year Comparison**  
July through October 2017

	Jul - Oct 17	Jul - Oct 16	\$ Change	% Change
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
443-00 · Cervalis Data Center Revenues	66,234.56	61,191.63	5,042.93	8.24%
440-00 · Residential Sales	1,227,494.17	1,373,955.87	-146,461.70	-10.66%
442-01 · Large Commercial Sales	310,200.73	318,968.95	-8,768.22	-2.75%
442-02 · Small Commercial Sales	901,158.84	933,236.05	-32,077.21	-3.44%
445-01 · Water Pollutn Contrl Plnt Sales	310,349.64	316,087.33	-5,737.69	-1.82%
445-02 · Flat Rate	28,567.89	28,763.85	-195.96	-0.68%
451-00 · Miscellaneous Service Revenue	40,957.58	9,744.30	31,213.28	320.32%
557-00 · Purchased Power Adjustment	407,192.80	532,203.00	-125,010.20	-23.49%
<b>Total Income</b>	<b>3,292,156.21</b>	<b>3,574,150.98</b>	<b>-281,994.77</b>	<b>-7.89%</b>
<b>Cost of Goods Sold</b>				
555-00 · Electrical Power Purchased	1,942,494.65	2,422,726.66	-480,232.01	-19.82%
<b>Total COGS</b>	<b>1,942,494.65</b>	<b>2,422,726.66</b>	<b>-480,232.01</b>	<b>-19.82%</b>
<b>Gross Profit</b>	<b>1,349,661.56</b>	<b>1,151,424.32</b>	<b>198,237.24</b>	<b>17.22%</b>
<b>Expense</b>				
904-00 · Substation	51,397.92	45,611.21	5,786.71	12.69%
403-00 · Depreciation Expense	258,707.20	258,707.20	0.00	0.0%
408-00 · Taxes	112,906.24	103,252.98	9,653.26	9.35%
540-00 · Other Power Generation Expense	24,457.80	35,703.39	-11,245.59	-31.5% Footnote 1
580-00 · Distribution Expenses	45,276.55	49,402.55	-4,126.00	-8.35%
590-00 · Maintenance Expenses	175,305.59	172,174.36	3,131.23	1.82%
900-00 · Customer Accounts & Service	99,840.99	74,909.48	24,931.51	33.28% Footnote 2
920-00 · Administrative Expenses	564,029.29	661,384.21	-97,354.92	-14.72% Footnote 3
<b>Total Expense</b>	<b>1,331,921.58</b>	<b>1,401,145.38</b>	<b>-69,223.80</b>	<b>-4.94%</b>
<b>Net Ordinary Income</b>	<b>17,739.98</b>	<b>-249,721.06</b>	<b>267,461.04</b>	<b>107.1%</b>
<b>Other Income/Expense</b>				
<b>Other Income</b>				
418-00 · Dividends	8,253.00	6,742.60	1,510.40	22.4%
419-00 · Interest Income	2,263.00	2,786.00	-523.00	-18.77%
420-00 · Gain/(Loss) on Investments	19,450.00	21,225.97	-1,775.97	-8.37%
421-00 · Norden Project Income	172,099.26	121,010.25	51,089.01	42.22%
423-00 · Gain/(Loss) from Sale of FA	517.37	2,500.00	-1,982.63	-79.31%
424-00 · Energy Conservation Fund Income	16,495.48	28,712.82	-12,217.34	-42.55%
425-00 · Miscellaneous Income	141,020.50	0.00	141,020.50	100.0% Footnote 4
<b>Total Other Income</b>	<b>360,098.61</b>	<b>182,977.64</b>	<b>177,120.97</b>	<b>96.8%</b>
<b>Other Expense</b>				
942-00 · Interest Expense	0.00	104.09	-104.09	-100.0%
<b>Total Other Expense</b>	<b>0.00</b>	<b>104.09</b>	<b>-104.09</b>	<b>-100.0%</b>
<b>Net Other Income</b>	<b>360,098.61</b>	<b>182,873.55</b>	<b>177,225.06</b>	<b>96.91%</b>
<b>Net Income before rate stabilization</b>	<b>377,838.59</b>	<b>-66,847.51</b>	<b>444,686.10</b>	<b>665.23%</b>
<b>Rate Stabilization</b>	<b>135,545.14</b>	<b>775,585.95</b>	<b>-640,040.81</b>	<b>-82.52%</b>
<b>Net Income</b>	<b>513,383.73</b>	<b>708,738.44</b>	<b>-195,354.71</b>	<b>-27.56%</b>

Third Taxing District  
Profit & Loss Statement  
Explanation of Major Variances  
Jul-Oct 2017 vs. Jul-Oct 2016

1. The decrease in other power generation expense of \$11K is due to a decrease in maintenance on the generators with Miratech and HO Penn with respect to the prior year.
2. The \$24K increase in Customer Accounts and services is due mainly to a reclass of wages in the current year for Kristen Malone. Kristen's wages were listed under the administrative category in the prior year and have been moved to customer accounts to remain consistent with our current year budget. The additional difference is due to the timing of purchases for paper, supplies, and envelopes.
3. Administrative expenses decreased approximately \$97K due to the reclass of wages noted above in Footnote 2 as well as notable decreases in seminars and trainings, energy conservation expenses, and company truck expense as we no longer are leasing the Bucket Truck with Altec.
4. This amount represents the dividend distribution from CMEEC.

**THIRD TAXING DISTRICT**  
**KEY PERFORMANCE INDICATORS (KPI'S)**

			2017	Oct 2016	Industry Average (Bandwidth)
1)	<b>OPERATING RATIO</b>	TOTAL OPERATING EXPENSE / TOTAL OPERATING REVENUE	99.46%	106.99%	95-105%
2)	<b>POWER SUPPLY EXPENSE RATIO</b>	TOTAL POWER SUPPLY EXPENSES / TOTAL EXPENSES	59%	63%	65% - 70%
3)	<b>OUTSTANDING RECEIVABLES</b>	TOTAL DOLLAR AMOUNT OF CUSTOMER RECEIVABLES OVER 90 DAYS	\$35,322	\$43,111	
4)	<b>ACTUAL RATE OF RETURN ON RATE BASE</b>	AUTHORIZED BY STATE STATUTE	4.2%	5.8%	Varies by state
5)	<b>ELECTRIC CUSTOMERS PER EMPLOYEE</b>	TOTAL ELECTRIC CUSTOMERS / TOTAL FULL TIME EMPLOYEES	351	381	200 - 500
6)	<b>ENERGY LOSS %</b>	TOTAL ENERGY LOSSES/TOTAL SOURCES OF ENERGY	3.90%	3.75%	2.5% - 6%
7)	<b>SYSTEM LOAD FACTOR</b>	TOTAL KWH SALES + TOTAL kwh ENERGY LOSSES/8760/ HIGHEST HOURLY PEAK DEMAND	56.4%	57.20%	50% - 65%



East Norwalk - PCA Calculation  
Power Cost Adjustment Calculation  
6 Month Rolling Average (starting January 2012)

		2016 October	2016 November	2016 December	2017 January	2017 February	2017 March	2017 April	2017 May	2017 June	2017 July	2017 August	2017 September	2017 October	
Total Energy		kWh													
h	Grand Total Purchased Power Costs	\$	\$ 480,285	\$ 482,903	\$ 563,687	\$ 563,194	\$ 487,869	\$ 489,912	\$ 384,726	\$ 397,585	\$ 480,602	\$ 566,395	\$ 523,941	\$ 448,363	\$ 399,796
i	(Sum of current and previous 5 months)	\$	3,433,166	3,441,164	3,469,397	3,332,437	3,101,735	3,047,901	2,972,371	2,886,973	2,803,888	2,810,089	2,846,161	2,805,612	2,820,682
j	kWh's Purchased	kWh													
l	Total Purchased Power kWh Units	kWh	4,306,272	4,347,256	4,808,142	5,732,210	5,199,660	4,828,845	4,204,693	4,427,132	5,332,932	6,378,900	5,874,790	5,009,653	4,463,617
m	(Sum of current and previous 5 months)	kWh	31,858,768	31,778,892	31,592,489	30,791,548	29,692,716	29,026,375	28,921,796	28,001,672	29,525,462	30,172,052	30,847,192	31,228,000	31,486,924
n	Power Supply Costs @ Retail	\$	0.1138	0.1143	0.1160	0.1143	0.1103	0.1109	0.1085	0.1051	0.1003	0.0984	0.0974	0.0949	0.0946
o	Base Fuel Cost	\$	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958	0.0958
p	Loss Factor	%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%	5.6%
q	Calculated PCA	\$	0.0180	0.0185	0.0202	0.0185	0.0145	0.0151	0.0127	0.0093	0.0045	0.0026	0.0016	(0.0008)	(0.0012)
r	Actual PCA Implemented	\$	\$ 0.0270	\$ 0.0270	\$ 0.0279	\$ 0.0250	\$ 0.0250	\$ 0.0250	\$ 0.0230	\$ 0.0230	\$ 0.0230	\$ 0.0230	\$ 0.0230	\$ 0.0230	\$ 0.0230
s	Total System Retail Sales (kWh's)	kWh	4,266,088	4,450,599	4,618,003	5,796,522	5,028,127	4,489,846	5,076,518	3,621,793	4,737,321	6,216,088	5,115,275	5,448,535	4,266,088
t	Base PCA Revenue	\$	408,691	426,365	442,405	565,307	481,895	430,127	486,330	346,968	453,835	595,405	490,043	521,778	408,691
u	Fuel Factor Revenue	\$	115,184	120,165	124,686	144,913	125,703	112,246	116,760	83,301	108,958	142,947	117,651	125,270	98,120
v	Total Revenues through PCA	\$	523,875	546,530	567,091	700,220	607,598	542,373	603,090	430,269	562,794	738,352	607,695	647,048	506,811
w	Difference of Collection vs Expense	\$	\$ 543,864	\$ 606,611	\$ 610,015	\$ 747,041	\$ 866,569	\$ 918,030	\$ 1,137,395	\$ 1,170,079	\$ 1,252,270	\$ 1,421,228	\$ 1,504,982	\$ 1,702,667	\$ 1,809,583

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**THIRD TAXING DISTRICT**  
of the City of Norwalk  
Commission Meeting  
November 8, 2017

**ATTENDANCE:** Commissioners: David Brown, Chair; Debora Goldstein;  
Pamela Parkington; Treasurer: Johnnie Mae Weldon

**STAFF:** Kevin Barber, General Manager; Ron Scofield, Asst. General Manager

**OTHERS:** Mike Imbrogno (Benefit Planning)  
Atty. Chris Hodgson (Berchem Moses)  
Matt Allred (Bliss Allred & Co.)

**PUBLIC:** Sylvia Archibald (East Norwalk Library)

**CALL TO ORDER**

Commissioner Brown called the meeting to order at 7:06 p.m. A quorum was present.

**PUBLIC COMMENT**

Ms. Archibald extended her welcome and congratulations to the new Commissioner and Treasurer and distributed small tokens to them as well as everyone else on the Commission and TTD staff. She invited them to stop by the library at anytime and see the renovations that have taken place over the past months.

**HEALTH INSURANCE RENEWAL**

Mike Imbrogno from Benefit Planning reviewed TTD's current Health Insurance Policy with the Commission. He then presented the recommended Plan to the Commission and reviewed each line item. His recommendation is for Anthem Blue Cross & Blue Shield's Gold Century PPO 2500/20%/4600. The premium for the upcoming year will increase 11.02%.

**\*\* COMMISSIONER GOLDSTEIN MOVED TO RECOMMEND AND ACCEPT THE ANTHEM BLUE CROSS AND BLUE SHIELD GOLD CENTURY PPO 2500/20%/4600 OPTION AS PRESENTED BY MIKE IMBROGNO AND CONTINGENT UPON UNION ACCEPTANCE.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

Third Taxing District  
of the City of Norwalk  
November 8, 2017

### APPROVAL OF TRUST AGREEMENT

Atty. Hodgson reviewed the Trust Agreement between TTD's Pension Plan and the Commission. He stated that this was the last part of finalizing the process in order to move the funds from Reliance Trust to Charles Schwab (the Custodian). The Commission will act as the Trustee and part of their powers is to assign a Custodian to the assets.

The Commission asked for clarification to two Sections of the Agreement – Section 12.3 Notices and Section 12.10 Force Majeure. Atty. Hodgson will meet again with Atty. Zeid and have these sections revised as noted by the Commission and will send an updated Trust Agreement to the Commission. Once the Trust Agreement is finalized to the Commission's satisfaction, the Commission will meet again to approve the Agreement, sign the Transfer Authorization Documents and appoint members of the TTD staff to the Pension Plan Committee.

No action was taken on this at this time. A special Commission meeting will be scheduled for Thursday, November 16 at 5:00 p.m. to finalize the above provided the Trust Agreement meets with the Commission's approval.

### DISCUSSION/ANALYSIS OF FINANCIAL STATEMENTS/KEY PERFORMANCE INDICATORS

Mr. Allred reviewed the Financial Highlights with the Commission. Net Income was \$447,691, a decrease of 35% over last year. Net Income Before Rate Stabilization was \$328,663, an increase of 757% or \$289,642 over the previous year, which was \$38,372.

Cash Balances continue to be in good shape. Operating Accounts are \$1,838,181, Construction WIP is \$31,809, Savings is \$575,394 and Capital Improvements Fund is \$987,755. The Outstanding Principal Balance with CMEEC continues to decrease.

Mr. Allred reviewed the P&L Previous Year Comparison and reviewed the Footnotes.

KPIs – Mr. Allred reviewed the KPIs with the Commission. The Total Operating Expense/Total Operating Revenue is down. The Outstanding Receivables continue to decrease.

#### PCA Review & Possible Change

Mr. Allred informed the Commission that he and Mr. Barber are going to begin a deep dive of the PCA spreadsheet and do an analysis of the PCA with forward looking projections. Mr. Allred is fine with the current PCA figure.

Discussion took place on whether or not TTD should get Dawn Lund (Utility Financial Services) involved at this point. Messrs. Allred and Barber will work on the analysis and if they cannot find a solution or come to a conclusion about the PCA, they will bring a specialist into the mix.

Third Taxing District  
of the City of Norwalk  
November 8, 2017

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Once the analysis is completed, Mr. Allred will come back to the Commission with the results and recommendation(s). No action was taken at this time.

### MINUTES OF MEETING

#### October 16, 2017 Regular Meeting

**\*\* COMMISSIONER GOLDSTEIN MOVED TO APPROVE THE MINUTES OF OCTOBER 16, 2017 REGULAR MEETING.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* 2 APPROVED, 1 ABSTAINED. MOTION PASSED.**

#### October 25, 2017 Special Meeting

**\*\* COMMISSIONER BROWN MOVED TO APPROVE THE MINUTES OF OCTOBER 25, 2017 SPECIAL MEETING.**

**\*\* COMMISSIONER GOLDSTEIN SECONDED.**

**\*\* 2 APPROVED, 1 ABSTAINED. MOTION PASSED.**

### APPOINTMENT OF REPRESENTATIVES TO CMEEC BOARD

Mr. Barber informed the Commission that CMEEC's By-Laws require that each Municipal Electric Utility (MEU) appoint Member Representatives and member Delegates to both CMEEC and TRANSCO (CTMEEC) Board of Directors. The last time the Commission appointed representatives to these Boards was July 9, 2012. Since that time, changes at both TTD and the Commission have occurred that necessitate the need for new appointments. At this time, Mr. Barber is asking the Commission to appoint personnel accordingly.

The Commission discussed who should be appointed to the two Boards. The Legislatively appointed member representative will be decided in the future once the Commission receives more clarification from CMEEC about this appointment.

**\*\* COMMISSIONER GOLDSTEIN MOVED TO APPROVE THAT KEVIN BARBER AND DAVID BROWN BE APPOINTED THE MEMBER REPRESENTATIVES TO THE CMEEC BOARD OF DIRECTORS AND DEBORA GOLDSTEIN AND RONALD SCOFIELD BE APPOINTED AS ALTERNATE REPRESENTATIVES FOR A TERM OF TWO YEARS EFFECTIVE NOVEMBER 16, 2017.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

Third Taxing District  
of the City of Norwalk  
November 8, 2017

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**\*\* COMMISSIONER GOLDSTEIN MOVED TO APPROVE THAT KEVIN BARBER BE APPOINTED THE SOLE MEMBER DELEGATE AND DAVID BROWN BE APPOINTED THE ALTERNATE DELEGATE TO THE CMEEC MEMBER DELEGATION FOR A TERM OF TWO YEARS EFFECTIVE NOVEMBER 16, 2017.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

**\*\* COMMISSIONER GOLDSTEIN MOVED TO APPROVE THAT KEVIN BARBER AND DAVID BROWN BE APPOINTED THE MEMBER REPRESENTATIVES TO THE CTMEEC (TRANSCO) BOARD OF DIRECTORS AND DEBORA GOLDSTEIN AND RONALD SCOFIELD BE APPOINTED AS ALTERNATE REPRESENTATIVES FOR A TERM OF TWO YEARS EFFECTIVE NOVEMBER 16, 2017.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

**\*\* COMMISSIONER GOLDSTEIN MOVED TO APPROVE THAT KEVIN BARBER BE APPOINTED THE SOLE MEMBER DELEGATE AND DAVID BROWN BE APPOINTED THE ALTERNATE DELEGATE TO THE CTMEEC (TRANSCO) MEMBER DELEGATION FOR A TERM OF TWO YEARS EFFECTIVE NOVEMBER 16, 2017.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

#### UPDATE ON CHRISTMAS TREE LIGHTING

Mr. Scofield informed the Commission that plans are well underway for the upcoming Christmas Tree Lighting. TTD has secured Summertime Band for the music and Tony Masi will Emcee the program.

Mr. Scofield asked the Commission/Treasurer what part each of them would like to do in the program.

- Commissioner Brown – Greetings from the Commission/Treasurer
- Commissioner Goldstein – Announcement of Elected Officials
- Commissioner Goldstein – Announcement of Tree Lighter
- Treasurer Weldon – Food/Toy Drive

Mr. Scofield also informed the Commission that Mr. Masi will be providing wooden figures of Snoopy and Charlie Brown for the event in order that the children will be able to have their picture taken with them. Commissioner Goldstein asked if Mr. Masi had a license to use these characters. Mr. Scofield will check with him. If he has no license, this will be eliminated from the program.

Third Taxing District  
of the City of Norwalk  
November 8, 2017

### 2018 COMMISSION MEETING SCHEDULE

Mr. Scofield reviewed the 2018 Commission meeting schedule. The Commission made the following two changes:

- Monday, February 5, 2018 was changed to Monday, January 29, 2018.
- Tuesday, February 20, 2018 was changed to Monday, February 12, 2018.

**\*\* COMMISSIONER BROWN MOVED TO APPROVE THE 2018 COMMISSION MEETING SCHEDULE AS AMENDED.**

**\*\* COMMISSIONER GOLDSTEIN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

### HOLIDAY PARTY DATE

The Commission discussed where and when to have the upcoming Holiday Party. They asked the TTD staff to please call Atty. Bove and see if he could secure the South Norwalk Boat Club for TTD's event. The dates the Commission selected (in this order) were: December 13<sup>th</sup>, 14<sup>th</sup>, 6<sup>th</sup> or 7<sup>th</sup>.

### UNDERGROUNDING BY EVERSOURCE RELATING TO WALK BRIDGE

Commissioner Goldstein asked that this item be tabled to a future meeting in order that Commissioner Parkinson could have sufficient time to get familiar with the provided materials.

**\*\* COMMISSIONER GOLDSTEIN TABLED UNDERGROUNDING BY EVERSOURCE RELATING TO WALK BRIDGE TO THE DECEMBER 4<sup>TH</sup> REGULAR COMMISSION MEETING.**

**\*\* COMMISSIONER BROWN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

### LIBRARY ROOF REPLACEMENT

Mr. Scofield refreshed the Commission about the library roof replacement and when they wanted to obtain bids for the replacement of the roof. Discussion took place around whether or not to start the process now or wait until after the winter in case there should be any damage to the roof during the winter months from any storms.

TTD staff should begin the process to obtain bids through Gill & Gill for the replacement of the roof so that work can commence in the spring. In addition to the bids for the roof replacement, bids should be obtained for the installation of solar, both conventional and Tesla (if available in

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this area). Commissioner Goldstein suggested that Tesla might even consider doing an installation in this area for PR reasons. Commissioner Goldstein also stated that due to the newness of Tesla and that there may not be many installers in the area (maybe only installed by manufacturer), that perhaps the Commission should make an exception and have only one bid for the Tesla shingles.

Commissioner Brown wants to be sure that Rick's Main Roofing and Zakhar Roofing are included in the bid process.

#### **GREYSKYE WEBSITE PROPOSAL**

The Commission discussed the Greyskye website proposal that was recently received. The Commission would like to put the website rebuild out to bid. TTD staff will work on putting together an RFP designed specifically to the website once a decision has been made as to how and what TTD would like to be included in a possible rebuild.

**\*\* COMMISSIONER BROWN MOVED TO DISPOSE OF GREYSKYE'S WEBSITE PROPOSAL.**

**\*\* COMMISSIONER GOLDSTEIN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

#### **ADJOURNMENT**

**\*\* COMMISSIONER BROWN MOVED TO ADJOURN.**

**\*\* COMMISSIONER PARKINGTON SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 10:06 p.m.

Respectfully submitted,

Cynthia Tenney  
Executive Assistant  
Third Taxing District

Third Taxing District  
of the City of Norwalk  
November 8, 2017

MOTION FOR MINUTES

COMMISSIONER (name of Commissioner) MOVED TO APPROVE THE MINUTES OF (date of meeting) REGULAR MEETING.

OR

COMMISSIONER (name of Commissioner) MOVED TO APPROVE THE MINUTES OF (date of meeting) REGULAR MEETING AS CORRECTED.



DRAFT

**THIRD TAXING DISTRICT**  
of the City of Norwalk  
Special Commission Meeting  
November 16, 2017

**ATTENDANCE:** Commissioners: David Brown, Chair; Debora Goldstein;  
Pamela Parkington; Treasurer: Johnnie Mae Weldon

**STAFF:** Kevin Barber, General Manager; Ron Scofield, Asst. General Manager;

**OTHERS:** Atty. Chris Hodgson (Berchem Moses)

**CALL TO ORDER**

Commissioner Brown called the meeting to order at 5:00 p.m. A quorum was present.

**PUBLIC COMMENT**

No one from the public was in attendance to comment.

**APPROVAL OF REVISED TRUST AGREEMENT AND  
SIGNATURE OF TRANSFER AUTHORIZATION DOCUMENT**

Atty. Hodgson presented the revised Trust Agreement per the Commission's request at the meeting of November 8, 2017. Revisions were made to Sections 12.3 and 12.10 in accordance with the request.

**\*\* COMMISSIONER PARKINGTON MOVED TO APPROVE THE TRUST  
AGREEMENT AS PRESENTED.**

**\*\* COMMISSIONER GOLDSTEIN SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

Commissioners Brown, Goldstein, Parkington and Kevin Barber, General Manager, signed the Agreement.

Third Taxing District  
of the City of Norwalk  
November 16, 2017

DRAFT

Signature of Transfer Authorization Document

- \*\* COMMISSIONER GOLDSTEIN MOVED TO AUTHORIZE COMMISSIONER DAVID BROWN TO SIGN THE TRANSFER AUTHORIZATION ON BEHALF OF THE THIRD TAXING DISTRICT PENSION TRUST.**
- \*\* COMMISSIONER PARKINGTON SECONDED.**
- \*\* THE MOTION PASSED UNANIMOUSLY.**

Commissioner Brown signed the Transfer Authorization Document.

**APPOINTMENT OF MEMBERS TO THE PENSION PLAN COMMITTEE**

A tentative meeting schedule was set up for the Pension Plan Committee to meet. They will meet in March and September of every year, and submit the Minutes from their meetings to the Commission. Per the Pension Plan Charter, the Committee will nominate a Chairperson and a Secretary for a term of one year.

- \*\* COMMISSIONER GOLDSTEIN MOVED PER THE PENSION PLAN CHARTER TO APPOINT KEVIN BARBER, RONALD SCOFIELD AND TRICIA DENNISON TO THE PENSION PLAN COMMITTEE.**
- \*\* COMMISSIONER BROWN SECONDED.**
- \*\* THE MOTION PASSED UNANIMOUSLY.**

**ADJOURNMENT**

- \*\* COMMISSIONER BROWN MOVED TO ADJOURN.**
- \*\* COMMISSIONER PARKINGTON SECONDED.**
- \*\* THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 5:24 p.m.

Respectfully submitted,

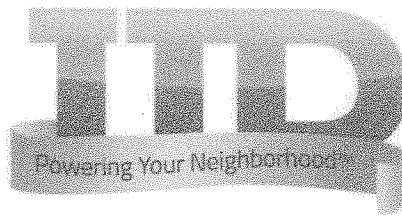
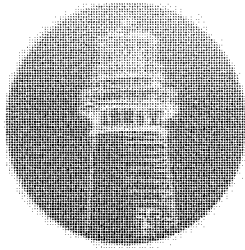
Cynthia Tenney  
Executive Assistant  
Third Taxing District

Third Taxing District  
of the City of Norwalk  
November 16, 2017

COMMISSIONER (name of Commissioner) MOVED TO APPROVE THE MINUTES OF (date of meeting) SPECIAL COMMISSION MEETING.

OR

COMMISSIONER (name of Commissioner) MOVED TO APPROVE THE MINUTES OF (date of meeting) SPECIAL COMMISSION MEETING AS CORRECTED.



## Third Taxing District


2 Second Street  
East Norwalk, CT 06855

Tel: (203) 866-9271

Fax: (203) 866-9856

### Memorandum

**To:** TTD Commissioners

**From:** Kevin Barber – General Manager 

**Date:** November 28, 2017

**Subject:** Second 2016 CMEEC Excess Equity Distribution

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On Friday, November 17, 2017, the CMEEC Member Delegation voted unanimously to distribute the remaining portion of the 2016 Distribution Eligible Equity. The total equity distribution for 2016 was \$9,038,580, of which TTD's portion was \$638,923.

On June 7, 2017, the CMEEC Member Delegation voted to distribute 44% of the equity to the eligible members. TTD's portion of the first distribution was \$282,041.

The balance of TTD's 2016 equity share, \$356,882 is available for distribution.

After discussing the distribution with Matt Allred, we both agree that we would achieve the greatest benefit by depositing the full allocation to the Capital Improvements Fund.

Attached are the CMEEC financial reports from October 2017 for your information.

My recommendation is to deposit the remaining equity of \$356,882 in TTD's Capital Improvements Fund.

Please let me know if you have any questions.

---

#### *District Commissioners*

David L. Brown 203-866-8099  
Debora Goldstein 203-252-7214  
Pamela Parkington 203-858-4261

Chairman  
Commissioner  
Commissioner


Kevin Barber 203-866-9271  
Ron Scofield 203-866-9271  
Johnnie Weldon 203-216-2652

General Manager  
Assistant General Manager  
Treasurer



## MEMORANDUM

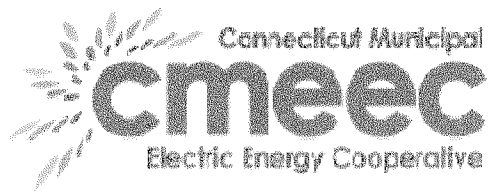
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**TO:** Directors, Officers and Managers  
**FROM:** Mike Lane, Controller   
**DATE:** November 15, 2017  
**SUBJECT:** Review of Operations and Financial Reports

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Enclosed are the unaudited internal "Monthly Financial Reports" for CMEEC and Transco October 2017. Please note that CMEEC and Transco financial statements are presented in GASB format.

If you have any questions concerning these reports, please contact me at [mlane@cmeec.org](mailto:mlane@cmeec.org) or Joanne Menard at [jmenard@cmeec.org](mailto:jmenard@cmeec.org).



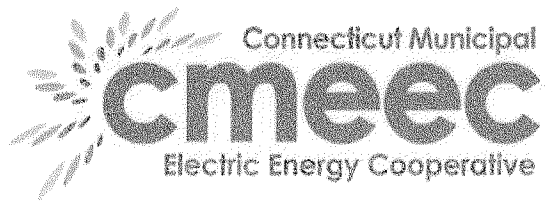
## **Monthly Financial Reports**

**October 2017**

## **Table of Contents**

**SECTION 1..... CMEEC FINANCIAL STATEMENTS**

**SECTION 2..... TRANSCO FINANCIAL STATEMENTS**



## **SECTION 1**

# **CMEEC FINANCIAL STATEMENTS**





**Statement of Net Position  
October 31, 2017**

	<u>Dec 31, 2016 Balance</u>	<u>Current Period Balance</u>		<u>Dec 31, 2016 Balance</u>	<u>Current Period Balance</u>
<b>ASSETS:</b>			<b>LIABILITIES AND NET POSITION:</b>		
<b>Utility Plant and Property</b>					
Land	\$ 60,000	\$ 60,000	<b>Current Liabilities:</b>		
Intangible Plant and Property in Scv	860,825	860,825	Current Portion L.T.D.	\$ 6,360,000	\$ 6,445,000
General Plant	93,693,340	94,602,282	Accounts Payable	14,997,560	13,589,508
Construction Work In Progress	1,480,872	1,456,176	Accrued Liabilities	8,397,142	8,032,079
Less Accum. Deprec. and Amort.	(40,116,901)	(42,463,363)	Accrued Interest	2,037,770	1,296,450
Net Utility Plant and Property	<u>\$ 55,978,136</u>	<u>\$ 54,515,920</u>	Total Current Liabilities	<u>\$ 31,792,471</u>	<u>\$ 29,363,037</u>
 <b>Investment in Hydro Quebec II</b>	 \$ 107,374	 \$ 317,299	 <b>Other Liabilities</b>	 \$ 1,498,602	 \$ 1,502,185
 <b>Investment in Transco</b>	 \$ 32,632,801	 \$ 32,632,801	 <b>Long Term Liabilities:</b>		
			Line of Credit	\$ 10,000,000	\$ -
			LT Debt - Net of Current Portion	87,137,626	79,805,486
			Total Long Term Liabilities	<u>\$ 97,137,626</u>	<u>\$ 79,805,486</u>
<b>Special Funds:</b>			 <b>Rate Stabilization Funds</b>	 \$ 25,165,336	 \$ 29,194,578
Debt Service and Construction Funds	\$ 11,537,899	\$ 11,275,479			
Conservation & Load Mgmt Fund	1,796,697	1,950,722	 <b>Conservation and Load Management</b>	 \$ 1,796,697	 \$ 1,950,722
Economic Development Fund	2,317,891	2,116,084			
Municipal Competitive Trust	15,054,608	17,045,126	 <b>Economic Development Fund</b>	 \$ 2,317,891	 \$ 2,116,084
Total Special Funds	<u>\$ 30,707,094</u>	<u>\$ 32,387,411</u>	 <b>Municipal Competitive Trust</b>	 \$ 15,054,608	 \$ 17,045,126
 <b>Current Assets:</b>			 <b>Asset Management Reserve Deferral</b>	 \$ 3,935,400	 \$ 3,945,400
Cash and Cash Equivalents	\$ 41,780,999	\$ 33,624,281	 <b>Net Position:</b>		
General Reserve Fund	2,296,113	3,054,042	Restricted	11,946,617	11,252,698
Deposit for Current Debt Service	8,345,025	6,632,408	Unrestricted	\$ 20,948,212	\$ 23,467,702
Accounts Receivable	8,365,909	6,585,877	Total Net Position	<u>\$ 32,894,830</u>	<u>\$ 34,720,400</u>
Accounts Rec. from Related Parties	13,924,408	12,845,920			
Inventory	4,597,424	5,064,118			
Other Current Assets	8,360,813	7,418,794			
Total Current Assets	<u>\$ 87,670,691</u>	<u>\$ 75,225,440</u>			
 <b>Other Assets:</b>					
Bond Costs to be Recovered from Future Billings	<u>\$ 4,497,364</u>	<u>\$ 4,564,147</u>			
 <b>TOTAL ASSETS:</b>	 <u>\$ 211,593,459</u>	 <u>\$ 199,643,018</u>	 <b>TOTAL LIAB. AND NET POSITION:</b>	 <u>\$ 211,593,459</u>	 <u>\$ 199,643,018</u>



**Statement of Revenues, Expenses, and Changes in Net Position  
For The Month Ended October 31, 2017**

	CURRENT PERIOD	YEAR TO DATE
<b>Operating Revenues</b>		
Electric Power Supply Revenues	\$ 9,164,985	104,904,872
Electric Transmission Revenues	1,264,686	14,348,799
Use/(Additions to) RSF	179,810	(2,341,920)
Total Operating Revenue	<u>\$ 10,609,481</u>	<u>\$ 116,911,751</u>
<b>Operating Expenses</b>		
Purchased Power and Generation Costs	\$ 8,187,161	\$ 90,419,708
Transmission Costs	853,048	\$ 10,344,532
Administrative & General	483,637	\$ 6,349,298
Depreciation & Amortization	230,839	\$ 2,284,038
Total Operating Expense	<u>\$ 9,754,686</u>	<u>\$ 109,397,577</u>
<b>Net Operating Income (Loss)</b>	<u>\$ 854,795</u>	<u>\$ 7,514,174</u>
<b>Other Income (Expense)</b>		
Interest and Investment Income	\$ 21,477	\$ 442,006
Interest Expense	(346,177)	\$ (3,453,609)
Amort. Debt Premium & Expense	10,644	\$ 104,375
Other Income (Expense)	(131,001)	\$ (30,216)
Net Other Income (Expense)	<u>\$ (445,058)</u>	<u>\$ (2,937,445)</u>
<b>Change in Bond Expenses to be Recovered from Future Billings to Members</b>	<u>\$ 84,955</u>	<u>\$ 849,547</u>
<b>Net Income</b>	<u>\$ 494,692</u>	<u>\$ 5,426,277</u>
<b>Excess Equity Distribution</b>	<u>\$ -</u>	<u>\$ (3,600,707)</u>
<b>Change in Net Position</b>	<u>\$ 494,692</u>	<u>\$ 1,825,570</u>
<b>Net Position at Beginning of Period</b>	<u>\$ 34,225,708</u>	<u>\$ 32,894,830</u>
<b>Net Position at End of Period</b>	<u><u>\$ 34,720,400</u></u>	<u><u>\$ 34,720,400</u></u>

**Connecticut Municipal Electric Energy Cooperative**

**MEMBER EQUITY LEVELS**

**10/31/2017**

	Total	Members					
		GU	NPU	JCDPU	TTD	SNEW	BL&P
Credit Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service Principal (a)	79,065,000	30,286,183	18,789,317	1,187,636	3,804,604	4,798,060	2,361,312
Member Equity @ 12/31/2016	\$ 32,894,830	\$ 16,397,628	\$ 10,325,256	\$ 658,582	\$ 2,198,927	\$ 2,522,665	\$ 791,772
2016 Declared Equity Distribution	(3,989,917)	(2,030,802)	(1,287,864)	(82,276)	(282,041)	(306,934)	-
Retained as Equity	389,210	-	-	82,276	-	306,934	-
Net Equity Distribution	(3,600,707)	(2,030,802)	(1,287,864)	-	(282,041)	-	-
Post-2016 Equity Distribution	\$ 29,294,123	\$ 14,366,826	\$ 9,037,392	\$ 658,582	\$ 1,916,886	\$ 2,522,665	\$ 791,772
2017 Contributed Equity To-Date (b)	\$ 736,841	\$ 378,775	\$ 226,781	\$ 13,234	\$ 60,115	\$ 38,580	\$ 19,356
2017 Common Equity To-Date (c)	\$ 4,689,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Equity To-Date	\$ 34,720,400	\$ 14,745,601	\$ 9,264,173	\$ 671,816	\$ 1,977,000	\$ 2,561,244	\$ 811,128
20% Equity Target	\$ 19,766,250	7,571,546	\$ 4,697,329	\$ 296,909	\$ 951,151	\$ 1,199,515	\$ 590,328
(Under)/Over Target Equity	\$ 14,954,150	\$ 7,174,056	\$ 4,566,844	\$ 374,907	\$ 1,025,849	\$ 1,361,729	\$ 220,800

(a) Total principal due for 2017 excludes current year collections through billed amount(s).

(b) 2017 contributed equity to-date, beginning January 1, 2017, represents Member debt service coverage. Additional capital contributions may be made to these balances as defined under Section 1 - "MEU Contributed Equity" of the Membership Agreement.

(c) 2017 common equity to-date will be allocated on or about 2/15/2018 per Membership Agreement.

**Connecticut Municipal Electric Energy Cooperative**  
**FIXED COST OBLIGATION AND FUND BALANCES**  
**10/31/17**

	MEMBERS						OTHER CUSTOMERS		TOTAL
	GU	NPU	JCDPU	TTD	SNEW	BL&P	MTUA	WED	
Debt Beginning Year Principal Balance	\$ 30,286,183	18,789,317	1,187,636	3,804,604	4,798,060	2,361,312	1,248,030	16,589,859	\$ 79,065,000
Less Current Year Collections	(2,594,856)	(1,524,758)	(84,979)	(455,954)	(188,843)	(96,633)	(29,808)	(395,002)	(5,370,833)
<b>Total Outstanding Debt Principal</b>	<b>\$ 27,691,326</b>	<b>\$ 17,264,559</b>	<b>\$ 1,102,657</b>	<b>\$ 3,348,650</b>	<b>\$ 4,609,217</b>	<b>\$ 2,264,679</b>	<b>\$ 1,218,222</b>	<b>\$ 16,194,857</b>	<b>\$ 73,694,167</b>
<u>Outstanding Debt Obligations:</u>									
2012 Series A (Transmission)	\$ 10,668,267	\$ 6,615,373	\$ 415,743	\$ 1,286,347	\$ 1,781,848	\$ 964,923	\$ -	\$ -	\$ 21,732,500
2013 Series A (Pierce refunding)	7,451,290	4,732,170	317,483	879,606	1,278,387	646,155	1,218,222	8,338,354	24,861,667
2013 Series A (Microgen ref.& new)	9,277,953	5,752,225	361,341	1,118,562	1,548,982	653,601	-	7,856,503	26,569,167
2013 Series B (Historical- Millstone 3)	293,816	164,792	8,090	64,135	-	-	-	-	530,833
<b>Total Outstanding Debt Principal</b>	<b>\$ 27,691,326</b>	<b>\$ 17,264,559</b>	<b>\$ 1,102,657</b>	<b>\$ 3,348,650</b>	<b>\$ 4,609,217</b>	<b>\$ 2,264,679</b>	<b>\$ 1,218,222</b>	<b>\$ 16,194,857</b>	<b>\$ 73,694,167</b>
<u>Member and Participant Funds:</u>									
Competitive Municipal Trust	\$ 8,517,132	\$3,503,382	1,017,220	\$1,652,129	\$2,355,264	\$ -	\$ -	\$ -	\$ 17,045,126
Less: Net Trust Funds Borrowed with repayments	(2,141,273)	-	(25,570)	-	-	-	-	-	(2,166,843)
Rate Stabilization Funds	8,454,565	9,044,200	1,062,379	3,984,002	5,691,916	957,516	-	-	29,194,578
<b>Total Member and Participant Funds</b>	<b>\$ 14,830,424</b>	<b>\$ 12,547,582</b>	<b>\$ 2,054,029</b>	<b>\$ 5,636,131</b>	<b>\$ 8,047,180</b>	<b>\$ 957,516</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 44,072,862</b>
<b>Total Net Obligation</b>	<b>\$ 12,860,902</b>	<b>\$ 4,716,977</b>	<b>\$ (951,372)</b>	<b>\$ (2,287,481)</b>	<b>\$ (3,437,963)</b>	<b>\$ 1,307,163</b>	<b>\$ 1,218,222</b>	<b>\$ 16,194,857</b>	<b>\$ 29,621,305</b>

Notes:

The historical fixed cost obligation debt (Millstone 3) was refinanced and is reflected in the 2013 Series B (taxable) obligation, above.

The above "Total Outstanding Debt Principal" reflects principal payment collections, for ten months, deposited into debt service funds.

The above "Total Net Obligation" reflects the amortized balance, versus actual outstanding debt that is reflected on the Balance Sheet (p.4) and the Member Equity report (p.6).

**Connecticut Municipal Electric Energy Cooperative**  
**MEMBER TRUST FUNDS**  
**10/31/17**

	GU	NPU	JCDPU	TTD	SNEW	TOTAL
<b>Current Month:</b>						
Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Repayments	\$ 19,188	\$ -	\$ -	\$ -	\$ -	\$ 19,188
Transfer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Drawdown	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest (1)	\$ 7,919	\$ 3,249	\$ 949	\$ 1,605	\$ 2,186	\$ 15,908
<b>Total Current Month</b>	<b>\$ 27,107</b>	<b>\$ 3,249</b>	<b>\$ 949</b>	<b>\$ 1,605</b>	<b>\$ 2,186</b>	<b>\$ 35,096</b>
<b>Year-to-Date Amounts:</b>						
Beginning Year Balance	\$ 8,255,129	\$ 3,474,699	\$ 988,008	\$ 744	\$ 2,336,028	\$ 15,054,608
Contribution	-	-	-	141,021	-	141,021
Repayments	192,944	-	21,011	-	-	213,955
Transfers	-	-	-	1,500,000	-	1,500,000
Drawdown	-	-	-	-	-	-
Interest (1)	69,059	28,683	8,200	10,364	19,236	135,543
<b>Current Balance</b>	<b>\$ 8,517,132</b>	<b>\$ 3,503,382</b>	<b>\$ 1,017,220</b>	<b>\$ 1,652,129</b>	<b>\$ 2,355,264</b>	<b>\$ 17,045,126</b>

(1) Interest earned on actual investments in trust accounts is approximately 1.09%

	GU	NPU	JCDPU	TTD	SNEW	TOTAL
Interest received	8,537	3,505	1,022	1,723	2,357	17,144
Trust Fees	(618)	(255)	(73)	(119)	(172)	(1,236)
	7,919	3,249	949	1,605	2,186	15,908

**Connecticut Municipal Electric Energy Cooperative**  
**MEU RATE STABILIZATION FUND ACTIVITY NON-TRUST FUND BALANCES**  
**10/31/17**

	GU		NPU		JCDCPU		TTD		SNEW		BL&P		TOTAL
Current Month:													
Contribution	\$	33,236	\$	23,282	\$	1,694	\$	4,457	\$	37,546	\$	14,747	\$ 114,961
Refunding	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-
Drawdown/Borrowing	\$	(26,268)	\$	(181,604)	\$	(12,312)	\$	(9,275)	\$	-	\$	(65,312)	(294,772)
Interest (1)	\$	6,285	\$	6,744	\$	786	\$	2,923	\$	4,144	\$	739	21,620
Equity Distribution Transfer	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-
Total Current Month	\$	13,253	\$	(151,578)	\$	(9,832)	\$	(1,896)	\$	41,689	\$	(49,826)	\$ (158,190)
Year-to-Date Amounts:													
Beginning Year Balance	\$	6,109,534	\$	7,679,553	\$	965,294	\$	4,885,483	\$	4,572,851	\$	952,620	\$ 25,165,336
Contribution		1,530,841		820,716		111,619		585,693		1,085,881		519,848	4,654,598
Refunding		-		-		-		-		-		-	-
Drawdown/Borrowing		(1,261,444)		(799,025)		(21,143)		(1,513,855)		-		(521,129)	(4,116,597)
Interest (1)		44,833		55,092		6,609		26,681		33,183		6,177	172,575
Equity Distribution Transfer		2,030,802		1,287,864		-		-		-		-	3,318,666
Current Balance	\$	8,454,565	\$	9,044,200	\$	1,062,379	\$	3,984,002	\$	5,691,916	\$	957,516	\$ 29,194,578

(1) Interest is allocated at weighted return on investments in short term investments.

October 2017 interest rate = 0.88%

**Connecticut Municipal Electric Energy Cooperative**  
**CONSERVATION & LOAD MANAGEMENT ACTIVITY**  
**10/31/17**

	GU		NPU		JCDPU		TTD		SNEW		BL&P		TOTAL
<b>Current Month:</b>													
Contribution	\$	161,925	\$	68,591	\$	4,634	\$	13,551	\$	163,487	\$	-	\$ 412,187
Drawdown	\$	(35,910)	\$	(91,372)	\$	(1,726)	\$	(23,292)	\$	(2,184)	\$	(913)	(155,397)
Interest (1)	\$	390	\$	111	\$	38	\$	23	\$	497	\$	182	1,241
Transfer	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	-
<b>Total Current Month</b>	<b>\$</b>	<b>126,405</b>	<b>\$</b>	<b>(22,670)</b>	<b>\$</b>	<b>2,945</b>	<b>\$</b>	<b>(9,717)</b>	<b>\$</b>	<b>161,799</b>	<b>\$</b>	<b>(730)</b>	<b>\$ 258,032</b>
<b>Year-to-Date Amounts:</b>													
Beginning Year Bal.	\$	454,929	\$	306,262	\$	25,266	\$	17,706	\$	790,954	\$	201,580	\$ 1,796,697
Contribution		773,326		753,818		46,471		125,475		214,302		82,297	1,995,689
Drawdown		(573,555)		(932,422)		(17,371)		(121,866)		(171,207)		(37,202)	(1,853,623)
Interest [1]		3,401		1,625		256		130		5,110		1,439	11,960
Transfer		-		-		-		-		-		-	-
<b>Current Balance</b>	<b>\$</b>	<b>658,101</b>	<b>\$</b>	<b>129,282</b>	<b>\$</b>	<b>54,622</b>	<b>\$</b>	<b>21,444</b>	<b>\$</b>	<b>839,160</b>	<b>\$</b>	<b>248,113</b>	<b>\$ 1,950,722</b>

(1) Interest is allocated at weighted return on investments in short term investments.  
October 2017 interest rate = 0.88%

**Connecticut Municipal Electric Energy Cooperative**  
**REGIONAL GREENHOUSE GAS INITIATIVE FUND ACTIVITY**  
**10/31/17**

	GU	NPU	JCDPU	TTD	SNEW	BL&P	MTUA	TOTAL
<b>Current Month:</b>								
Contribution	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Drawdown	\$ -	\$ (11,253)	\$ -	\$ -	\$ -	\$ (65,400)	\$ -	\$ (76,653)
Interest (1)	\$ 419	\$ 227	\$ 42	\$ 7	\$ 146	\$ 90	\$ 68	\$ 1,001
Transfer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Current Month</b>	<b>\$ 419</b>	<b>\$ (11,025)</b>	<b>\$ 42</b>	<b>\$ 7</b>	<b>\$ 146</b>	<b>\$ (65,310)</b>	<b>\$ 68</b>	<b>\$ (75,652)</b>
<b>Year-to-Date Amounts:</b>								
Beginning of Year Bal.	\$ 1,350,166	\$ 301,361	\$ 53,700	\$ 12,776	\$ 184,070	\$ 115,307	\$ 237,393	\$ 2,254,773
Contribution	71,154	52,302	3,872	10,552	15,071	7,399	21,597	181,948
Drawdown	(856,000)	(56,516)	-	(13,866)	(1,635)	(65,400)	(166,335)	(1,159,752)
Interest [1]	7,035	1,885	353	49	1,209	756	667	11,954
Transfer	-	-	-	-	-	-	-	-
<b>YTD Balances</b>	<b>\$ 572,355</b>	<b>\$ 299,033</b>	<b>\$ 57,925</b>	<b>\$ 9,511</b>	<b>\$ 198,714</b>	<b>\$ 58,062</b>	<b>\$ 93,323</b>	<b>\$ 1,288,923</b>

(1) Interest is allocated at weighted return on investments in short term investments.  
October 2017 interest rate = 0.88%



**Connecticut Municipal Electric Energy Cooperative**  
**RENEWABLE RESOURCE INVESTMENT FUND ACTIVITY**  
**10/31/17**

	GU	NPU	JCDPU	TTD	SNEW	BL&P	TOTAL
<b>Current Month:</b>							
Contribution	\$ 27,706	\$ 20,370	\$ 1,510	\$ 4,049	\$ 5,871	\$ 2,882	\$ 62,388
Drawdown	\$ (26,477)	\$ (18,548)	\$ (1,276)	\$ (3,245)	\$ (5,065)	\$ (12,032)	\$ (66,644)
Interest (1)	\$ 788	\$ 441	\$ 40	\$ 82	\$ 156	\$ 60	\$ 1,567
Transfer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Current Month</b>	<b>\$ 2,017</b>	<b>\$ 2,263</b>	<b>\$ 273</b>	<b>\$ 886</b>	<b>\$ 962</b>	<b>\$ (9,090)</b>	<b>\$ (2,689)</b>
<b>Year-to-Date Amounts:</b>							
Beginning Year Balance	\$ 978,562	\$ 558,341	\$ 51,115	\$ 113,930	\$ 201,878	\$ 78,081	\$ 1,981,907
Contribution	216,719	162,297	12,108	32,204	46,951	23,112	493,392
Drawdown	(125,797)	(120,168)	(8,888)	(34,092)	(35,877)	(29,250)	(354,074)
Interest (1)	6,600	3,749	340	737	1,342	518	13,285
Transfer	-	-	-	-	-	-	-
<b>Current Balance</b>	<b>\$ 1,076,084</b>	<b>\$ 604,218</b>	<b>\$ 54,675</b>	<b>\$ 112,779</b>	<b>\$ 214,294</b>	<b>\$ 72,461</b>	<b>\$ 2,134,510</b>

(1) Interest is allocated at weighted return on investments in short term investments.  
October 2017 interest rate = 0.88%

**Connecticut Municipal Electric Energy Cooperative**  
**ECONOMIC DEVELOPMENT FUND ACTIVITY**  
**10/31/17**

	GU	NPU	JCDPU	TTD	SNEW	TOTAL
<b>Current Month:</b>						
Contribution	\$ -	\$ 12,107	\$ -	\$ -	\$ 3,302	\$ 15,409
Drawdown	\$ -	\$ (12,500)	\$ -	\$ -	\$ -	\$ (12,500)
Interest (1)	\$ 3	\$ 173	\$ 269	\$ 109	\$ 994	\$ 1,549
Early Interest Payment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Current Month</b>	<b>\$ 3</b>	<b>\$ (220)</b>	<b>\$ 269</b>	<b>\$ 109</b>	<b>\$ 4,296</b>	<b>\$ 4,458</b>
<b>Year-to-Date Amounts:</b>						
Beginning Year Balance	\$ 4,628	\$ 232,899	\$ 613,932	\$ 148,440	\$ 1,317,991	\$ 2,317,891
Contribution	-	127,372	-	-	37,577	164,949
Drawdown	-	(125,000)	(256,000)	-	-	(381,000)
Interest [1]	30	1,515	3,140	958	8,601	14,244
Early Payment Interest	-	-	-	-	-	-
<b>Current Balance</b>	<b>\$ 4,658</b>	<b>\$ 236,786</b>	<b>\$ 361,072</b>	<b>\$ 149,399</b>	<b>\$ 1,364,169</b>	<b>\$ 2,116,084</b>

(1) Interest is allocated at weighted return on investments in short term investments.  
October 2017 interest rate = 0.88%



## SECTION 2

### TRANSCO FINANCIAL STATEMENTS



**Statement of Net Position**  
**October 31, 2017**

	<u>Dec 31, 2016</u> <u>Balance</u>	<u>Current</u> <u>Balance</u>		<u>Dec 31, 2016</u> <u>Balance</u>	<u>Current</u> <u>Balance</u>
<b>ASSETS</b>			<b>LIABILITIES AND NET POSITION</b>		
<b>Utility Plant and Property</b>			<b>Current Liabilities</b>		
General plant in service	\$ 52,943,411	\$ 52,943,411	Accounts payable	\$ 598,178	\$ 817,457
Less accumulated depreciation and amortization	<u>(11,598,316)</u>	<u>(12,722,491)</u>	Accrued liabilities	485,707	670,741
Net utility plant and property	41,345,095	40,220,920	Accrued interest on long-term debt	<u>517,815</u>	<u>345,815</u>
			Total current liabilities	\$ 1,601,700	\$ 1,834,013
<b>Special Funds:</b>			<b>Long-Term Liabilities</b>		
Debt service funds	2,726,347	2,764,405	Long-term debt	\$ 20,690,000	\$ 20,690,000
<b>Current Assets</b>			Original issue discount	<u>1,685,326</u>	<u>1,610,892</u>
Cash and cash equivalents	7,984,251	8,210,003	Long-term debt net of current position	\$ 22,375,326	\$ 22,300,892
Deposit for current debt service	517,823	345,823			
Accounts receivable	29,124	29,212			
Accounts receivable related parties	830,571	850,005	Total Liabilities	\$ 23,977,026	\$ 24,134,905
Other current assets	<u>452,196</u>	<u>573,177</u>			
Total Current Assets	\$ 9,813,965	\$ 10,008,220	<b>Net Position</b>		
<b>Other Assets</b>			Unrestricted	<u>32,632,801</u>	<u>32,632,801</u>
Costs to be recovered from future billings	\$ 2,724,420	\$ 3,774,161	Total Net Position	\$ 32,632,801	\$ 32,632,801
Total Assets	<u>\$ 56,609,827</u>	<u>\$ 56,767,706</u>	Total Liabilities and Net Position	<u>\$ 56,609,827</u>	<u>\$ 56,767,706</u>



**Statement of Revenues, Expenses, and Changes in Net Position  
For the Month Ended October 31, 2017**

	Current Period	Year to Date
<b>OPERATING REVENUES:</b>		
Electric transmission revenues	\$ 2,323,358	\$ 24,140,620
<b>OPERATING EXPENSES:</b>		
Transmission costs	\$ 2,108,920	21,976,583
Administrative and general	\$ 128,027	1,340,677
Depreciation and amortization	\$ 112,417	1,124,175
<b>Total Operating Expense</b>	<b>\$ 2,349,364</b>	<b>\$ 24,441,435</b>
<b>Net Operating Income/(Loss)</b>	<b>\$ ( 26,006 )</b>	<b>\$ ( 300,815 )</b>
<b>Nonoperating Revenues/(Expenses)</b>		
Interest Expense	\$ ( 86,411 )	( 823,360 )
Amortization of debt discount and premium, issuance expense and loss on reacquisition of debt	\$ 6,201	62,013
Other Expense	\$ -	-
<b>Net nonoperating expense</b>	<b>\$ ( 80,210 )</b>	<b>\$ ( 761,347 )</b>
<b>Change in Bond Expenses to be Recovered from Future Billing to Members</b>	<b>\$ 106,216</b>	<b>1,062,162</b>
<b>Change in Net Position</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Position at Beginning of Year</b>	<b>32,632,801</b>	<b>32,632,801</b>
<b>Net Position at End of Year</b>	<b>\$ 32,632,801</b>	<b>\$ 32,632,801</b>

GENERAL MANAGER'S REPORT  
(Note Page)

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Walk Bridge Preconstruction

0301-0176/0180/0181

REPORT OF MEETING

EA/EIE Third Taxing District - 001

March 06, 2017

IN ATTENDANCE

Fallon, James	Connecticut Department of Transportation
Brown, Christian	HNTB
Kenney, Krista	HNTB
Slattery, Kevin	HNTB
Cwikla, Heather	Parsons Brinckerhoff
D'Agostino, Joseph	Parsons Brinckerhoff
Toole, Laura	Parsons Brinckerhoff
Brown, David	Third Taxing District
Goldstein, Debora	Third Taxing District
Intrieri, Michael	Third Taxing District
Smith, James	Third Taxing District
Tenney, Cynthia	Third Taxing District
Yost, Charles	Third Taxing District

Item No.	Action Items:	BIC	Due	Status
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001.01

Closed

Kevin Slattery explained the difference between an Environmental Assessment (EA) /Environmental Impact Evaluation (EIE) versus other environmental documents (i.e., Environmental Impact Statement (EIS).

Kevin Slattery explained what defines a "significant" impact. He provided an explanation of the purpose of EA/EIE and the level of detail for this type of document. He explained the NEPA process and the nature of impacts for planning purposes.

Explanation of common comments and how they affect the projects.

Debora Goldstein noted that the Third Taxing District was not invited to the red robin meeting. The Taxing District is focused on issues that the community has given them for the past 20 years. They did not provide a technical response – generic response based on their feedback.

Examples of a Categorical Exclusion project or a project with substantial impact. EIS has different requirements. Keys of "significant" – what types of mitigations are proposed.

Kevin Slattery explained the mitigation plan and commitments of the plan and what it all means. He noted that the project team will be able to identify the impacts once the project advances. For instance, understanding the traffic in greater detail. CTDOT recognizes that there is a lot going on in this project/program. Business Coordination plan, wetland/water quality – these are the types of things that cannot be figured out at this time but will be clearer over time. The project team has developed a timeline of when these items will be addressed. These plans are living documents and will continually be adjusted and updated.

Contractor means and methods (how many days of disruption, etc.) This is an early planning study.

Question was raised regarding 30% and what it means. Jim Fallon gave explanation of general milestone on project and potential mitigation plans.

North Water Street lot and garage for the parking authority. (their concerns)

FTA documents mitigation plans and makes sure CTDOT is held to these plans.

Comment Review:

Explanation of annotation.

4.1 We did provide outreach. Debora Goldstein noted that they were not invited to meetings. Jim Fallon noted that these meetings are coordinated through Elizabeth Stocker and that they would be notified for all future meetings.

All anticipated responses will be completed by April/May and submitted to FTA in May.

David Brown wondered what kind of impact do they have with their concerns. He asked if CTDOT is just providing lip service. Jim Fallon noted that CTDOT is here to understand their concerns. In the EA, there will be mitigation plans for each concern. Jim Fallon noted that CTDOT is here for them and all their concerns will be addressed. This project is necessary. This is a reliability and resiliency issue. Jim Fallon noted that this is a difficult project but we need to maintain safety.

Question was raised regarding project timeline. Jim Fallon explained other parallel projects that need to be completed first. (Interlocking and Danbury Branch). Start of construction on Walk is beginning of 2019 through 2022.

East Avenue Bridge will be built during Walk Bridge construction.

4.2 Statewide rail plan. Jim Fallon will pass along message but the avenue to address the item. Deborah Goldstein noted that socioeconomic ideas should be a part of the mix.

4.3 Explanation of redundancy. Keep rail in operation. CTDOT wants to maintain navigability. We need to follow the projects purpose and need.

Chris Brown explained the project and how the team plans on constructing the bridge. General approach to phasing construction in... track outages, etc. is really where the other projects came into play. There are similarities to doing this with a fixed bridge and movable bridge. Chris Brown noted video on website that explains why we are reconstructing a new bridge and not rehabilitating it. Schedule driven.

High speed rail study – FRA: Jim Fallon explained that from CTDOT's standpoint, the decision was made in 2013-14 when the bridge failed to close. CTDOT could not continue to defer action. The CTDOT cannot get wrapped up in the future planning – it is not funded. Debora Goldstein noted that the City could get whacked twice.



4.4 Keeping bridge functioning will help divert traffic. David Brown asked Chris Brown about the mechanical upgrades to both fixed and movable bridge. Fixed is not the less costly option, or easy to construct. The schedule is longer and this effects navigation on the waterway.

4.5 Third Taxing District foots the bill for all the customers they lose. (eminent domain) Municipal entity. They have no way to go out and court new customers. Any potential customers have to come to them. Their thoughts are that no one will be moving into town while this project is being constructed. Municipal electric utilities (6 in the state) –Jim Fallon suggested that this comment be reworded and he will pass it along to ROW.

4.6 Terminology – there will be a mitigation plan.

4.7 There is a plan for relocation for IMAX. This is a discussion for the City and aquarium. So far it seems that everyone is onboard with the relocation.

4.8 From a high level perspective, CTDOT looks at from taking it out of service – views this as a routine action. This is not a significant impact. Debora Goldstein – undergrounding – they have to retain contractors. This could ultimately compound costs. This money would come out of metered rate payers/customers. (East Avenue Road widening). Jim Fallon inquired about the Third Taxing District and City's relationship.

SNEW, Third Taxing District and Eversource. 3 electric utilities. Public Works should not be talking about utility coordination without these entities. There needs to be consultation.

4.10 Still looking at hydraulics. Taking most of structure out of river will reduce flooding upstream. Net benefit. CTDOT is in contact with shellfish commission.

4.11 Discussed.

We believe this Report of Meeting accurately reflects what transpired at this meeting. Unless notified in writing to the contrary, within ten (10) days after receipt, we will assume that all in attendance concur with the accuracy of this transcript.

Submitted By: Christian Brown

Reviewed By:

*John D. Honifan* 3/22/17

Cc: All in Attendance

Eversource Transmission Relocation Project  
in support of  
Walk Bridge Replacement Project

Norwalk Harbor Commission  
May 24, 2017

- Introductions
- Project Need
- Proposed Project work in the Harbor
- Regulatory Agencies
- Project Schedule



- Eversource currently has two 115,000 (115-kV) transmission lines that run along the railroad corridor.
- In order to rebuild the Walk Bridge, Eversource must relocate these lines through SONO, reconnecting to the railroad corridor further east.
- The Project team has been meeting with various Norwalk officials for over a year to discuss design options.
- In April, the City, CDOT, and Eversource reached agreement on the proposed route for the transmission line relocations.

## Proposed Route for the Transmission Lines

**EVERSOURCE**  
ENERGY







- Eversource will propose crossing the Harbor with a horizontal directional drill (HDD)
- HDDs are typically used when open trench excavation is not practical such as under bodies of water or highways.
- In the proposal 90 Water Street would be the "sending" site. The Project has spoken with the underlying property owner and they support our use of the site.
- Veteran's Park would be the "receiving" site.
- Pending regulatory approvals, the current schedule has the HDD work beginning in January 2019.

- The Connecticut Siting Council (CSC) has authority over the construction and/or modification of all electric transmission facilities 69,000 volts (69 kV) and above.
- The Project will be filing a Petition for a Declaratory Ruling that no Certificate of Environmental Compatibility & Public Need is required from the CSC.
- The CSC has 60 days to review the filing but has the ability to extend the review period. They also have the ability to hold a public hearing, if it deems necessary.



- Office of Long Island Sound
  - Structures, Dredging and Fill Permit
    - Consultations with Agencies
      - CTDEEP NDDB
      - CTDEEP Marine Fisheries
      - Norwalk Harbor Commission
      - Norwalk Shellfish Commission
    - DEEP Issues Public Notices
  - OLISP 401 Water Quality Certification



## U.S. Army Corp of Engineers

### — Section 10 of the Rivers and Harbors Act

- Consultations with Agencies
  - U.S. Fish & Wildlife Service
  - National Marine Fisheries Service
  - State Historic Preservation Office
  - Tribal Historic Preservation Offices
    - Federally recognized Native American Tribes

- DEEP General Permit Registration for the Discharge of Stormwater and Wastewaters Associated with Construction Activities
- EPA National Pollutant Discharge Elimination System Permit (potential requirement)

- Drilling from barge for “Geotech” data necessary to assist in design specifications for horizontal direct drilling





## Project Schedule \*

EVERSOURCE  
ENERGY

Initiate discussions with Norwalk officials – 2016

Agreement with the City and CDOT on the route – Q2 2017

File the Petition with the CT Siting Council – Q2 2017

File Environmental Permits – Q3 2017

Pending CSC approvals:

Prepare Development & Management Plans (CSC) – Q4 2017

Begin Construction – Q1 2019

Complete Construction – Q4 2019

Community and Stakeholder outreach – 2016 through 2019

\* subject to change

## ■ Key Stakeholders

- Property Owners/Residents
- Businesses
- Local Officials
- State Officials

## ■ Communications

- Briefings, Presentations
- Emails
- Door hangers
- Field meetings

## ■ General Public:

- Transmission Hotline 1-800-793-2202
- Email: [TransmissionInfo@eversource.com](mailto:TransmissionInfo@eversource.com)



## Contact Information

**EVERSOURCE**  
ENERGY

Scott McDermott  
Project Manager  
[scott.mcdermott@eversource.com](mailto:scott.mcdermott@eversource.com)

For municipal officials:  
Marcia Wellman  
Transmission Senior Project Manager  
860.728.4547  
[marcia.wellman@eversource.com](mailto:marcia.wellman@eversource.com)

For the public:  
Transmission Hotline 1-800-793-2202  
Email: [TransmissionInfo@eversource.com](mailto:TransmissionInfo@eversource.com)



## Deb Goldstein

---

**From:** James W. Smith  
**Sent:** Friday, April 7, 2017 10:42 AM  
**To:** TTD Board Members  
**Subject:** FW: Walk Bridge Program - Conference Call 04.04.2017  
**Attachments:** Scott E McDermott.vcf

Folks: Just FYI. We are working out the details on reimbursement, etc. The section regarding East Ave. gives you a good idea of exactly what they are thinking of in terms for timing for the project.

Jim

---

**From:** Piteo, Michael G. [mailto:Michael.Piteo@ct.gov]  
**Sent:** Wednesday, April 05, 2017 4:06 PM  
**To:** James W. Smith; Mike Adams  
**Cc:** Fallon, James A  
**Subject:** Walk Bridge Program - Conference Call 04.04.2017

Jim / Mike – Just a follow-up and a few notes from our conversation yesterday:

Re: Eversource T-line relocation project – Scott McDermott is the PM for Eversource and is your primary point of contact for the project. Please feel free to contact Scott now or any time in the future should any questions or concerns arise. Scott did indicate that once a relocation route is nailed down, Eversource will be reaching out to all stakeholders (including TTD) for an informational/coordination meeting. I've attached Scott's contact information.

Re: East Avenue - The East Avenue road project is scheduled to start construction after the East Avenue bridge is replaced. This sequence is required due to the proposed lowering of the roadway at the bridge (approx. 3' cut). The schedule calls for the bridge work to start in 19' and the road work to start in 22'. However, the design team is evaluating the possibility of advancing aspects of the road project that could be completed without affecting the existing bridge. There are a lot of moving parts but at this point the TTD should plan to start its relocations in 18' in order to accommodate the bridge projects (Fort Point, Osborn, East Ave). It could be a few months before we know if aspects of the road project will be advanced. As we discussed, once we have all test pit data and determine the extent of impacts to TTD facilities, we can then work out a firm scope and relocation timeline.

Re: Reimbursement - As discussed, TTD is generally eligible for 100% reimbursement for engineering/construction expenses and the DOT will be issuing Project Authorization Letters for this purpose pursuant to the recently executed CTDOT/TTD Master Utility Agreement. As mentioned, an exception is the TTD costs associated with the engineering phase of the East Avenue road project. The engineering phase of the East Ave road project is funded solely by the City of Norwalk. An additional item not discussed but merits mention is that there are statutorily required adjustments to the reimbursement amount which have the net effect of reducing the 100% reimbursement level to a lower amount. Specifically, TTD should be aware that DOT is required to reduce the reimbursement by the Depreciation Reserve Credit (DRC) amount. The DRC is calculated on the portion of utility facility being replaced. The amount is calculated as follows: Original cost of the utility facility x age of the facility / life expectancy of the facility. I just want to put it out there now b/c it occasional causes concern from some utilities.

Please feel free to contact me with any questions or concerns. Thanks

Michael G. Piteo  
Supervising Engineer  
CTDOT - Utilities Section

860-594-3266

[michael.piteo@ct.gov](mailto:michael.piteo@ct.gov)



## Deb Goldstein

---

**From:** Diane Cece <dmcece@aol.com>  
**Sent:** Tuesday, May 30, 2017 3:24 PM  
**To:** Deb Goldstein; David Brown; Charlie Yost  
**Cc:** James W. Smith; Ron Scofield  
**Subject:** Eversource electric cabling under/around Veterans Memorial Park and harbor....

Hello Commissioners and Jim/Ron

I know that you are involved in Utility Coordination efforts regarding the Walk Bridge projects. I'm concerned with recent media reports about the proposed routes for underground utilities. <http://www.thehour.com/news/article/Eversource-presents-proposed-route-for-11171856.php>

Will the Commission be taking this topic up at the June 5 meeting?

Diane

dc<sup>2</sup>

## Deb Goldstein

---

**From:** James W. Smith  
**Sent:** Wednesday, May 31, 2017 1:31 PM  
**To:** Diane Cece (dmcece@aol.com)  
**Cc:** Ron Scofield; TTD Board Members  
**Subject:** FW: Eversource Transmission relocation

Diane: Please see staff's response below to your recent e-mail inquiry. We are on top of this issue and keep the Commission informed as the State/Eversource continue to develop their plans. We are very careful not to discuss any of this type of information with the Commission too far in advance as schedules, costs, etc. on these type of projects change continually and we do not want to risk delivering misinformation in a public meeting.

Jim

---

**From:** Mike Adams  
**Sent:** Wednesday, May 31, 2017 10:02 AM  
**To:** James W. Smith  
**Subject:** Eversource Transmission relocation

Jim,

I attended a 30% project meeting with the state about the Walkbridge project earlier this month. The topic of the Eversource relocation was discussed and Eversource was still in the planning and development phase of their design at that time. There will be some TTD infrastructure impacted by the proposed relocation of the transmission lines but the full impact will not be realized until Eversource finalizes their plans. Possible impacts to TTD would be the relocation of infrastructure along Fort Point Street on both side of the Fort point bridge as well as some possible removal of plant in the Goldstein plaza property. All these cost have and will be submitted to the state as part of the projects cost estimate which is in progress as requirements change. Let me know if you have any other questions.

Regards,

Mike Adams  
General Line Foreman  
Third Taxing District  
2 Second Street  
E. Norwalk, CT 06855  
Ph: 203-866-9271  
[madams@ttt.gov](mailto:madams@ttt.gov)

## Deb Goldstein

---

**From:** Diane Cece <dmcece@aol.com>  
**Sent:** Monday, June 5, 2017 3:13 PM  
**To:** James W. Smith  
**Cc:** Ron Scofield; TTD Board Members  
**Subject:** Re: Eversource Transmission relocation

Jim, et al:  
Thanks for the info.

However, I must respectfully disagree with your approach on these matters, especially as to timing of Commission communications.

Our Commissioners are smart, engaged and logical folks who are more than capable of understanding preliminary information that contains multiple possibilities. Not sharing information when you have it places TTD in a reactive, versus proactive, position. Given the appropriate timeframe for gathering information, it is almost always best to be a part of the group reviewing and weighing alternatives, then to simply be informed of the final choice, after the fact.

Best,  
Diane

dc²

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-----Original Message-----

**From:** James W. Smith <jsmith@ttd.gov>  
**To:** Diane Cece (dmcece@aol.com) <dmcece@aol.com>  
**Cc:** Ron Scofield <rscofield@ttd.gov>; TTD Board Members <BoardMembers@ttd.gov>  
**Sent:** Wed, May 31, 2017 1:31 pm  
**Subject:** FW: Eversource Transmission relocation

Diane: Please see staff's response below to your recent e-mail inquiry. We are on top of this issue and keep the Commission informed as the State/Eversource continue to develop their plans. We are very careful not to discuss any of this type of information with the Commission too far in advance as schedules, costs, etc. on these type of projects change continually and we do not want to risk delivering misinformation in a public meeting.

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E. Norwalk, CT 06855  
Ph: 203-866-9271  
[madams@ttd.gov](mailto:madams@ttd.gov)

## Deb Goldstein

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**From:** Deb Goldstein  
**Sent:** Monday, June 5, 2017 9:26 AM  
**To:** James W. Smith  
**Subject:** RE: Eversource Transmission relocation

Seriously, this should not be the first I am hearing of this.

**From:** James W. Smith  
**Sent:** Wednesday, May 31, 2017 1:31 PM  
**To:** Diane Cece (dmcece@aol.com) <dmcece@aol.com>  
**Cc:** Ron Scofield <rscofield@ttd.gov>; TTD Board Members <BoardMembers@ttd.gov>  
**Subject:** FW: Eversource Transmission relocation

Diane: Please see staff's response below to your recent e-mail inquiry. We are on top of this issue and keep the Commission informed as the State/Eversource continue to develop their plans. We are very careful not to discuss any of this type of information with the Commission too far in advance as schedules, costs, etc. on these type of projects change continually and we do not want to risk delivering misinformation in a public meeting.  
Jim

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**Sent:** Wednesday, May 31, 2017 10:02 AM  
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**Subject:** Eversource Transmission relocation

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Mike Adams  
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E. Norwalk, CT 06855  
Ph: 203-866-9271  
[madams@ttd.gov](mailto:madams@ttd.gov)



## Deb Goldstein

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**From:** James W. Smith  
**Sent:** Tuesday, June 27, 2017 9:08 AM  
**To:** TTD Board Members  
**Subject:** FW: Fort Point Street Railroad Bridge Meeting Review

Folks: FYI. As requested.  
Jim

---

**From:** joec [mailto:joec@cristino.com]  
**Sent:** Monday, June 26, 2017 4:32 PM  
**To:** Mike Adams  
**Cc:** James W. Smith; Bill Ruedeman; 'Ralph S. Catalano, P.E. (rsc@psscs.com)'  
**Subject:** Fort Point Street Railroad Bridge Meeting Review

Mike: We met with Emily Rice and the full crew of representatives from the City, State, Frontier, Eversource, CATV and their contractors at the bridge site. While the majority of the discussion was focusing on the Frontier riser pole on the North side of the bridge, Bill, Pau and I had a chance to look at the TTD facilities. For this project, the most important TTD issue is the street and floodlighting in the interest of public safety. To that end, we didn't receive any negative feedback regarding pole relocations or possible street light and secondary conductor attachments to the Eversource monopoles.

While the District's work may not represent a large portion of the project, it does directly impact public safety and we raised that point several times. Emily was on-board with all of our points of concern, most notably the setting of new or temporary poles (either by Frontier or TTD) for the purpose of maintaining the street lights on Fort Point Street, the under-bridge lights on the West bridge abutment (for pedestrian lighting) and the floodlights in the parking lot of 25 Van Zant Street.

Keeping in mind that the project documents are only at the 30% level, undoubtedly, there will be changes in the details. There shouldn't be any changes that would have a major impact on the District's electrical system or cause a jada for TTD.

*Joe*

*Joseph A. Cristino, P.E.*

*Cristino Associates Inc.*

*POB 1238 Lois Lane*

*Redding, CT 06875-1238*

*T: 203.938.0500 F: 203.938.0511 C: 203.470.0340*

*[joec@cristino.com](mailto:joec@cristino.com)*

*166 Mixville Road*

*Cheshire, CT 06410-1966*

*[www.cristino.com](http://www.cristino.com)*

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**THE HOUR** <http://www.thehour.com/news/article/Eversource-presents-proposed-route-for-11171856.php>

## Eversource presents proposed route for 115-kilovolt transmission lines

By Robert Koch Updated 10:40 am, Thursday, May 25, 2017



[Buy Photo](#)

Power lines running atop the Walk Bridge in Norwalk, Conn. Friday, October 7, 2016. As the Connecticut Department of Transportation prepares to replace the Walk Bridge, Eversource Energy must put forward its plan to replace and/or relocate power lines running atop the existing 120-year-old bridge.

**NORWALK** — The Norwalk Visitor's Docks are in for another round of disruption when Eversource Energy relocates two high-voltage transmission lines as part of the Walk Bridge replacement.

On Wednesday evening, Eversource presented to the [Norwalk Harbor Commission Application Review Committee](#) its proposed route for the 115-kilovolt transmission lines, which now follow [Metro-North Railroad's](#) New Haven Line and run atop the 120-year-old bridge.

The rerouted transmission lines would go below ground at the [Norwalk Police](#)



**Department** headquarters parking lot at 1 Monroe St., run below Elizabeth Street, go under the harbor from 90 Water St. and emerge at the north end of the Visitor's Docks parking lot, according to a map provided by Eversource.

"We're going to be putting in splice vaults and then trenching our way out of the parking lot," said **Marcia Wellman**, transmission senior project manager for Eversource.

**Asked Harbor Management Commission** Chairman **Anthony Mobilia**, "In other words, you'll be digging up the parking lot?"

Wellman said the parking lot would be dug up to create the trench to run the transmission lines and restored afterward.

The parking lot was recently repaved as part of a \$2.1 million overhaul of the Visitor's Docks, which are scheduled to reopen today, according to city officials.

**Michael P. Libertine**, vice president/director of siting and permitting for **All-Points Technology** Corp., a consultant engaged by Eversource, spoke afterward about the potential effects.

"We certainly will be occupying some parking areas temporarily while the work is going on," Libertine told The Hour. "But in terms of use of the docks, that type of thing, I think the goal is to try to do that off-season as much as possible."

A map provided by Eversource shows the northern half of the Visitor's Docks parking lot shaded and used as temporary easement. A similar temporary easement at 90 Water St., however, would be the principle work area, according to Eversource.

From the Visitor's Docks, the new transmission lines would continue underground below Fort Point Street and emerge above ground at the railroad tracks.

The on-land portion of the project is not the only concern for the Harbor Management Commission.

Commissioner **John T. Pinto** noted the new transmission lines would run under the harbor bed close to the northern-most docks. Such placement could limit repairs or

additions to the docks and pilings that support them, according to the commission.

This coming winter, the Norwalk Department of Recreation and Parks plans to replace the docks and install steel pilings to support them.

Pinto suggested Eversource rethink the route and have the transmission lines emerge at Veterans Memorial Park well south of the Visitor's Docks area.

Wellman said such a route would require another splice vault, but she indicated Eversource would explore the idea. The company has yet to finalize its plans, and much review and permitting lies ahead.

Eversource hopes to start the transmission line relocation project in January 2019 and complete it by year's end. The project will require the approval of the [Connecticut Siting Council](#) and permits from the state [Department of Energy and Environmental Protection](#) and [U.S. Army Corps of Engineers](#).

The power company maintains the project will not harm wetlands or the harbor given that the new transmission lines would run up to 30 feet below the harbor bed.

While acknowledging the project will cause disruptions, Eversource described the proposed transmission line route as the most favorable among 14 options considered.

"It has the least impact, overall, to the community," Wellman said.

A barge is expected to go into place in the harbor to perform test borings in advance of the work.

Eversource said it must relocate the lines before the DOT replaces the Walk Bridge. The bridge replacement is not expected to begin until 2019 at the earliest.

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H E A R S T

## **Deb Goldstein**

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**From:** REDACTED  
**Sent:** Monday, June 5, 2017 11:06 AM  
**To:** Deb Goldstein  
**Subject:** Eversource

This is interesting from the Siting Council's website. Eversource will make the argument that no certificate is needed for its project because it is a rebuilding of an existing electric transmission line. I think that is subject to debate. It's re-routing of a portion of an existing electric transmission line. Mr. Stein, chairman of the Siting Council, said they will evaluate Eversource's request and make a determination and there will be an opportunity for the city to comment.

### **DOCKETS (Applications for a Certificate of Environmental Compatibility and Public Need)**

#### **What is an application for a Certificate of Environmental Compatibility and Public Need?**

An application for a Certificate of Environmental Compatibility and Public Need (Certificate) is a request by a project developer to construct, maintain and operate a facility that is jurisdictional to the Council. The Council's statutory charge is to balance the public need or benefit of a proposed facility with the effects of the proposed facility on the natural environment of the state at the lowest reasonable cost to consumers.

An application for a Certificate is assigned a docket number for processing purposes.

#### **How long does it take to render a decision on a docket?**

For an electric transmission line facility, the Council has one year from the date an application is submitted to render a decision.

For all other facilities, the Council has 180 days from the date an application is submitted to render a decision that may be extended with the consent of the applicant by no more than an additional 180 days.

A proposed schedule for the public hearing process, including, but not limited to, a pre-hearing conference, submission of interrogatories, responses to interrogatories, submission of exhibits and pre-filed testimony, and the public hearing is posted to the webpage for the pending matter. Dates are tentative and subject to change in the event that additional evidentiary sessions are required. The Council will announce the additional evidentiary session dates that will be posted to the webpage for the pending matter, as well as to the Council's calendar.

### **PETITIONS FOR DECLARATORY RULINGS**

#### **What is a petition for a declaratory ruling?**

A petition for a declaratory ruling is a request for a determination from the Council that no Certificate of Environmental Compatibility and Public Need is required for an action related to a jurisdictional facility that will not have a substantial adverse environmental effect, including, but not limited to, increasing the height of an existing cell tower, expanding the footprint of an existing electric substation or rebuilding/reconductoring an existing electric transmission line.



The Council is also required by statute to review and approve certain new jurisdictional facilities by a petition for a declaratory ruling, including, but not limited to, fuel cells, electric generating facilities to be constructed at a site where a past electric generating facility operated prior to July 1, 2004 and electric generating facilities using renewable energy sources with a generating capacity of not more than 65 megawatts that comply with air and water quality standards of the Department of Energy and Environmental Protection.

**How long does it take to render a decision on a petition for a declaratory ruling?**

The Council has 180 days from the date of receipt to render a decision on a petition; however, within 60 days of receipt of a petition, the Council, in writing, must:

1. Issue a declaratory ruling;
2. Order the matter set for public hearing;
3. Agree to issue a declaratory ruling by a specified date;
4. Initiate regulation-making proceedings; or
5. Decide not to issue a declaratory ruling.

The Council may extend the 180 day decision deadline on a petition within a longer period as may be agreed by the parties.

<http://www.greenwichtime.com/local/article/Eversource-drops-controversial-power-line-plan-11261630.php>

## Eversource drops controversial power-line plan

By Ken Borsuk Published 6:48 pm, Tuesday, July 11, 2017

GREENWICH — Eversource Energy has withdrawn a controversial plan for a new substation in central Greenwich that had called for above-ground power lines to be strung along the Metro-North corridor in town, much to the relief of officials and residents who had vocally opposed the plan.

The energy company still is pursuing another scenario for the station, which would install power lines underground connecting the existing station in Cos Cob to a new one built on Railroad Avenue.

Members of the state Siting Council, which has the authority to approve or deny the substation plan, will tour parts of Greenwich Thursday. A public hearing is set for Thursday evening.

"We are extremely gratified with the outcome of this," First Selectman Peter Tesel said. "We will continue to work to assure the impact of this work on the town is minimized and everything meets our expectations."

The abandoned plan had called for above-ground transmission lines to be run atop tall steel poles on land between Interstate 95 and the Metro-North Railroad tracks, stretching from Cos Cob to Steamboat Road. The lines would then have proceeded underground from Steamboat to Railroad Avenue.

Officials and residents objected on an aesthetic level and because the "hybrid plan" would have required digging and installing the poles near a major sewer line.

Frank Poirot, spokesman for Eversource, said the hybrid plan was withdrawn because the Connecticut Department of Transportation denied permission to use the route it had proposed.

"We learned late last week that we were not going to get permission for us to use that area," Poirot said Tuesday. "We do not know specifically what the reason was but we have heard there are upgrades planned for up and down the shoreline route."

Judd Evecheart, a spokesman for the Connecticut Department of Transportation, could not be reached for comment.

Poirot acknowledged the utility had heard the town's objections to the hybrid option, but said it had been developed after calls from the town and the Siting Council to develop a less expensive alternative than connecting the two stations the entire way underground. Poirot said the plan would have cost an estimated \$20 million less than the option still in play, which the town has said it prefers, and would involve feeder lines going underground through areas of Bruce Park that already have roadways on them.

The Connecticut Siting Council last year rejected a similar plan. It too would have built a new substation on Railroad Avenue connected through underground transmission lines to the Cos Cob substation.

Town officials have said the current proposal, which they worked on with the power company, differs in that the lines would not include a chemical fluid considered an environmental threat in the original plan.

"There is an opportunity now for greater communication between us, the town of Greenwich and the Siting Council," Poirot said.

Tesel said he looked forward to continuing the town's collaboration with Eversource to "develop an environmentally sensitive and financially acceptable plan that will address not only the current but the future utility needs of Greenwich's residents and its businesses."

Eversource insists a new substation is necessary because the current one in Cos Cob will soon no longer be able to meet demand from Greenwich customers.

"The town's approach is simple," said Director of Zoning Katie DeLuca. "We want to work with Eversource under the guidance of the Connecticut Siting Council to identify the best solution to the Town's energy needs. Next steps include a rigorous vetting process."

The Siting Council will meet twice on Thursday as part of its consideration of the utility's application. First it will gather at 2 p.m. in the parking lot of Greenwich Library to take a bus tour of the proposed route. Members of the public are free to follow the bus along the tour.

A public hearing will then be held at the library's Cole Auditorium starting at 6:30 p.m.

Poirot said any changes to the remaining proposal as a result of discussions with the town would be done as part of the Siting Council's process, which could take months.

"We will build anything the Siting Council asks us to build," Poirot said. "We can't predict what the Siting Council will want."

Residents will be looking for more clarity as the process continues, said state Rep. Fred Camillo, R-151st.

"While the one plan is off the table due to DOT's rejection of the Eversource request for using their right of way along the train tracks, I am looking forward to clarification on the remaining plan, which is to go through Bruce Park," Camillo said. "It was not clear today if it is to run along the park and I-95 or if it encroaches more into the park. That is significant and I am looking forward to receiving the latest on the proposed project."

[kborsuk@greenwichtime.com](mailto:kborsuk@greenwichtime.com)

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HEARST

# NANCY ON NORWALK

## Chimento illuminates Walk Bridge updates

By  
Nancy Chapman

2:23 AM EDT  
JUNE 26 2017

10 COMMENTS

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A suggestion for tweaking the Connecticut Department of Transportation's design for the Walk Bridge, from architect Bruce Beinfield.

*Update, 3:34 p.m.: Comment from Bruce Beinfield. Correction, 3:30 p.m.: Frank Polrot is an Eversource spokesman.*

NORWALK, Conn. - Ideas percolate for the look of a new Walk Bridge, but one thing is settled - there will be no ugly high

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A suggestion for tweaking the Connecticut Department of Transportation's design for the Walk Bridge, from architect Bruce Beinfield.

Public Works Director Bruce Chimento said, of proposed high tower relocation plan that, months ago, included

mono poles through SoNo.

Chimento, in giving NancyOnNorwalk an update on progress in the Connecticut Department of Transportation's effort to build a new railroad bridge over the Norwalk River, Chimento explained comments made by officials about the North Water Street overpass and an underground powerline through SoNo. He also provided the news that architect Bruce Beinfield has offered tweaks on the Walk Bridge's appearance.

Beinfield, a member of the bridge Design Advisory Committee (DAC), sent an email last week to DAC members:

"At the prompting of a couple of committee members, my office has prepared tower top options in response to comments at the June 6th meeting. There was a general preference for the two-story schemes, based in part on the iconic nature of the existing high towers. (Assistant to the Mayor) Laoise (King) also noted the appeal of the simple traditional

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in the towers.

"The option rendered in ink for your review, expresses the form of the great wheels in the tower, and has a simple, whimsical, grittiness that is intended to speak of the Norwalk Waterfront. I have included a few other sketches too."

Beinfield on Monday said he didn't think ConnDOT has seen the sketch.

"It was a sketch we provided aimed at conveying to the design team, that Norwalk wants a bridge that speaks of Norwalk. The local members of the DAC plan to meet to discuss providing additional guidance to the bridge design team," Beinfield said in an email.

**From the police station to Van Zant Street**

Eversource is planning to bury a powerline under the Norwalk River, Economic Development Director Elizabeth Stocker told the Redevelopment Agency recently.

A new tower would go up at Norwalk Police headquarters, and the line would go under Elizabeth Street, under the river, under Veterans Park and Fort Point Street and up again at Van Zant Street, Stocker said.

Chimento said Monday that this plan

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option of replacing the current infrastructure with mono poles, from the bridge area to Oyster Shell Park, Burns told The Norwalk Center Task Force. That would destroy the view of Norwalk Harbor, Task Force member Peter Viteretto said, summing up Burns' description.

ConnDOT has to replace the high-tension lines that go across the Walk Bridge, carrying electricity to East Norwalk, before the actual bridge construction begins, Chimento said Monday.

Instead of mono poles, the lines are going in an underground conduit, Chimento said, describing the conduit as more like a 14-foot by 8-foot tunnel, filled with high voltage lines.

The tunnel would probably go under the entrance road at Veterans Park, and the wires will come back up to the railroad tracks at Van Zant Street, he said.

"It makes absolute sense to me," Chimento said.

A NoN reader suggested that the tunnel might affect the newly completed Veterans Park boat ramp.

Eversource media spokesman Frank Poirot had this to say, in a Friday email:

"We have two transmission lines that run along the railroad corridor. In order to rebuild the Walk Bridge, we



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over a year to discuss a preliminary design, which has the support of the city and CDOT. While the preliminary design concept does follow the route which you have outlined in your email, it would not, as currently designed, interfere with the new visitor's dock or boat ramp.

"Additional work must be completed before we finalize a proposed design and file for required necessary state and federal permits. It would be premature to provide drawings for a design which may change as more work is completed."

#### **Miscellaneous updates**

Redevelopment Agency Executive Director Tim Sheehan and Stocker also talked about the North Water Street abutments and an easement. Catenaries will be reused, Stocker said.

Decisions about the North Water overpass are on hold until the bridge design is more finalized, Chimento said.

ConnDOT wants to come across North Water with a girder but a lattice-type structure is also being talked about, Chimento said. You'd be able to see through the latter but then the beam that holds up the bridge would have to be wider, he said.

explaining that developers want to use the aged catenaries for aesthetic purposes.

ConnDOT needs to use land under the bridge, where the IMAX theater is now, for construction, he said. When construction is complete, the easement will expire and the city will get the land - but its use will be restricted.

Norwalk can't build a building but it could be a park, Chimento said. There could be boat launches for the Maritime Aquarium.

ConnDOT engineers say they are still at "30 percent design," but according to Chimento that's just a classification and they're probably much further along.



The Connecticut Department of Transportation has agreed to restore the original iron fencing, gates, and associated masonry at the original entrance to the Lockwood Mathews Mansion along West Avenue, as shown in this vintage photo. (Courtesy Norwalk Historical Commission)

If they declared themselves to be at "60 percent design" certain statutes would kick in and there would be resultant requirements, he said.

"There's criteria ... it triggers certain things," Chimento

said, reminding NoN that there are other bridge projects connected to the Walk Bridge construction,

"We are still discussing the detour plan. They are discussing what the bridge structures would look like, on top," Chimento said. "I think it's important that we all come together and decide what those towers look like and what you can do, like opening them up and lighting them."

In September, ConnDOT lit up the Q-Bridge in New Haven, a.k.a. The Pearl Harbor Memorial Bridge, according to

[news reports](#).

"It's just gorgeous," Chimento said, suggesting that LED lights could also make the new Walk Bridge special.

"It's a very subtle thing," Chimento said. "It looks very nice and I think they can do the same things for these towers. ... as long as it makes it look nice and it fits in with the character."



A suggestion for tweaking the Connecticut Department of Transportation's design for the Walk Bridge, from architect Bruce Beinfeld.



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Thanks to Steve Rust and Tim Gaylord who represent the Arts Commission on the Walk Bridge Design Advisory Committee. Per Bruce Beinfield's input and Bruce Chimento's comments "making it look nice" is important.

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## Lisa Brinton Thomson

June 26, 2017 at 8:15 am

Compensation to Norwalk for the disruption is also an issue. Norwalk cannot be shortchanged like it is with ECS funding by the state.

---

## Debora Goldstein

June 26, 2017 at 8:41 am

People should note that a lot of the "officials" referenced are engineers making decisions among themselves without the elected officials responsible for providing the input on behalf of the public at large.

Discussions about undergrounding lines in TTD territory have not been brought before the Commission, so that the rate-payers can be advised of the the full cost to them from these changes to their utility. No compensatory arrangements have been made for the ongoing future costs, or for the permanent revenue losses from alk of the eminent domain takings related to the project.

The TTD cannot be expected to continue to absorb these costs without rate increases or property tax assessments.

Also, its laughable that the city is complaining about ruining the skyline when they are the

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## Isabelle Hargrove

June 26, 2017 at 10:19 am

We have a bridge design advisory committee but no vision for how our town could benefit from this project instead of being crushed by it. As it appears to often be the case, Norwalk burns as we fiddle...

And this is a stellar example of putting lipstick on a pig! Actually, it appears to add on to the structure to make it even more intrusive. Isn't Mr. Beinfield the architect who wanted to build a mansion on a tiny strip of land on Farm Creek? If nothing else he is consistent in his architectural choices.


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served the needs of Darien hockey teams. I don't remember Public comment solicited for that endeavor and I hope it doesn't come back next year. But at least it was temporary.

Between the new power lines and the new walk bridge, what is the mitigation plan for addressing the likelihood that pollutants and contaminants buried in sediment won't be further released into the Norwalk River? Or are we just resigning ourselves to fully killing the river? I've been told Vets park was built on what should have been a Super Fund site.

I realize Metro North and Amtrak have a lot riding on this project. But we have to live here.

## Michael McGuire

June 26, 2017 at 3:57 pm

I'm amazed that in all this talk about the Walk Street Bridge, the Dockyard project, East Norwalk Station etc. that there is no talk by RDA, City Hall, or Planning regarding a Wall Street Train Station.

Even when our local State Representative show strong bi-partisan support for re-activating the Wall Street Station.

Am I missing something? This is a golden opportunity to help Norwalk thrive. If government can't see to fund this station as part of the larger project (note the station should not cost more than a rounding error on a budget to \$1.0 BILLION), how will it get done later?

Answer - it wont. This must be done now as part of the Walk Street Bridge project!





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If you want a great downtown Wall Street, build a train station. Nothing else has seemed to work in the past 40+ years.

Debora Goldstein

June 26, 2017 at 3:58 pm

Donna,

There was at least one public hearing on the ice rinks. Unfortunately, it was running parallel to the approval process for the zip-line proposal in Cranbury Park.

That said, what is constructed each fall (for 9 more years, at least) exceeds what the council was asked to approve. (There are two professional rinks, instead of one full-size rink and one practice rink, for example).

It has slid past the deed restrictions in the park due to its "temporary" nature. It stayed up past its promised exit date in the lease without penalty and the arrangements for "rent" are laughable when weighed against what the company would pay a real landlord for land that isn't "free" because it is in a park.

Debora Goldstein

June 26, 2017 at 4:19 pm

To your question about environmental concerns connected to the Walk Bridge, there is much detail in the EA/EIE report relating to the current favored bridge design. Public comment on that is closed after a previously held public hearing.

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The report and documents are all available at:

<http://www.walkbridgect.com/project-documents/>

## Jlightfield

June 26, 2017 at 6:56 pm

Wall Street Train Station, New Library or New School. Pick one or all. Invest in the future of Norwalk instead of decorations.

## Donna

June 27, 2017 at 8:58 am

Debora

Is there a sunset on the ice rink?

Will there be other opportunities for public comment on the walk bridge or on the Ever-source line under the park?

A friend who used to live in East Norwalk told me Vets Park was built on what now would be a Super Fund site.

### LEAVE A REPLY

Name \*

Debora Goldstein

Email \*

thederrywitch@yahoo.c

Website

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## About this site

NancyOnNorwalk.com was conceived as the place to go for Norwalk residents to get the real, unvarnished story about what is going on in and around their city. NancyOnNorwalk does not intend to be a print newspaper online; rather, it exists to pull the curtain back and shine a spotlight on how Norwalk is run and what is happening regarding issues that have an impact on taxpayers' pocketbooks and safety. As an independent site, NancyOnNorwalk's first and only allegiance is to the reader.

## About Nancy

Nancy came to Norwalk in September 2010 and, after reporting on Norwalk for two years for another company, resigned to begin Nancy On Norwalk so she engage in journalism the way it was meant to be done. She is married to career journalist Mark Chapman, has a son, Eric ([the artist and web designer who built this website](#)), and two cats – a middle-aged lady and a young hottie who are learning how to peacefully co-exist.

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Contact:  
Elizabeth Stocker  
[estocker@norwalkct.org](mailto:estocker@norwalkct.org)  
203-854-7948

Norwalk, CT  
Friday, July 28, 2017

## **MAYOR RILLING ANNOUNCES NEXT PHASE OF WALK BRIDGE UNDERWAY**

The City learned this week that after months of meetings with City Officials and community members, CT DOT has passed its first hurdle in the Walk Bridge Project and has secured permission from the Federal Transit Administration to move forward to the next phase of the project.

"This determination is only the first phase of the Walk Bridge replacement project," explained Mayor Rilling. "While the FTA uses the term *"Finding of No Significant Impact"* (FONSI) to describe the end of the first phase, the finding does not mean that Norwalk will not be impacted by the project – it is a term that means that working together there are things that can be done to mitigate the short and long term effects of the project. In fact, there are many more phases to follow including numerous permits from state and federal agencies.

While the CT DOT has been working closely with the City of Norwalk and interested stakeholders to advance this project, there remains much work ahead to work out the fine details of the project including environmental mitigation, bridge design, construction sequencing, traffic and parking mitigation as well as support for economic impact mitigation for area businesses. "

"My team has facilitated 28 meetings over the past 8 months between CT DOT and various stakeholder groups," Mayor Rilling stated. "We will continue to work diligently to ensure that the project will cause the least amount of disruption to the environment, residents and businesses in the areas surrounding the Walk Bridge. It is our top priority. To this end, we will continue to monitor all activities, undertake necessary planning and work with the CT DOT to ensure that the City of Norwalk, its residents, businesses and visitors are protected from known impacts.

We have much more planning ahead of us to ensure that the interests of our community are properly addressed before the project gets under way in 2019. I ask for the community and stakeholders to continue to take an interest, provide feedback and to prepare and plan for the upcoming project."

End

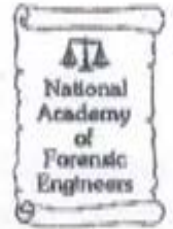
On July 17, 2017, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for the Walk Bridge Replacement project. By doing so, FTA has determined that no further evaluation is required under the NEPA. On July 6, 2017 the CT Office of Policy and Management (OPM) issued a determination that the EA/EIE satisfies the requirements of the Connecticut Environmental Protection Act (CEPA) for this project. Both the FONSI and the ROD/Determination of Adequacy are available on the CT Department of Transportation's website: [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

**Donna I. King**  
City Clerk

City of Norwalk  
125 East Avenue  
Norwalk, CT 06856  
(203) 854-7703

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**Third Taxing District – East Norwalk, CT**  
**East Avenue Bridge Replacement & East Avenue Roadway Improvement**  
**Utility Coordination Meeting 001 – Monday, June 12, 2017**

**Draft Meeting Notes**

**1. Project Scope**

- CT DOT personnel and consultants provide a general overview of both the East Avenue Bridge Replacement and East Avenue Roadway Improvements Projects.
  - East Avenue Roadway Improvements to include widening the roadway and widening affected sidewalks to 8-feet.
  - East Avenue Bridge Replacement to include replacing the Bridge's structural elements, abutments and widening to a final width of 58-feet (abutment to abutment). Proposed elevator/ADA compliance features, new platform(s), and commuter parking were reviewed.
  - East Avenue road lowering from Four Points Street to Winfield Street.

**2. Project Schedule**

- Preliminary project schedule was discussed highlighting the following estimated milestone dates:
  - 60% Traffic Plan completion – 2017 year end.
  - 90% Design completion – Spring 2018.
  - 100% Design completion – Year end 2018.
  - Initial construction – Spring 2019.

**3. Utility Reimbursement**

- Reimbursement was discussed for each project; East Avenue Roadway Improvements & East Avenue Bridge Replacement. Future meetings will determine/define reimbursement responsibilities for CT DOT, City of Norwalk, and Norwalk District Utility companies.

#### 4. Existing Utilities

- Utilities plans were discussed by each respective owner for the East Avenue Roadway Improvements & East Avenue Bridge Replacement Projects.
  - East Avenue Roadway Improvements
    - Sidewalk design, dimensions, City of Norwalk sidewalk ordinance, pole placement, and available right-of-way space were discussed. Frontier Communications conveyed their concern with allocated space and requested exact pole locations to eliminate unfunded pole adjustments. TTD conveyed that various poles located on East Avenue are owned by TTD.
    - TTD power circuits travel underground through conduit raceways from 215 East Avenue driveway and cross East Avenue to Four Points Street. Raceway depths appear to coordinate with planned milling (roadway lowering) and anticipated new drainage piping based on test pit reports. *Note: Manholes constructed with brick require replacement due to road widening.*
    - TTD described a workaround plan for underground conduit raceways that travel from the 215 East Avenue driveway and cross East Avenue to Four Points Street. This workaround plan may not be necessary due to raceway depths coordinating with proposed milling (roadway lowering) and drainage piping depth.
    - TTD duct banks that travel north on East Avenue from Fitch Street appear to coordinate with proposed plans based on test pit reports.
  - East Avenue Bridge Replacement
    - Three (3) TTD power circuits travel underground through conduit raceways from the sidewalk manhole located in front of 215 East Avenue (East Side) to the southwest side of the Bridge. Two raceways/circuits continue to a riser at the first pole located on the southwest side closest to the Bridge (Pole 3). The third raceway/circuit continues to a hand-hole then to a riser at the second pole (Pole 1) located on the southwest side of the Bridge.

- One (1) TTD secondary power service-drop, originating at the first pole located on the southwest side closest to the Bridge (Pole 3), terminates to a disconnect switch located on the southwest Bridge abutment. This service supplies sidewalk lighting underneath the Bridge.
- One (1) TTD aerial 4160VAC power cables travel underneath the east side of the Bridge from a pole located at the northeast side of the Bridge (Pole 6) to a pole located at the southeast side of the Bridge (Pole 4).
- One (1) TTD 96-pair aerial fiber communication cable travels underneath the west side of the Bridge from a pole located at the northwest side of the Bridge (Pole 5) to a pole located at the southeast side of the Bridge (Pole 3).
- One (1) TTD 6-pair aerial copper communication cable travels underneath the east side of the Bridge from a pole located at the northeast side of the Bridge (Pole 6) to a pole located at the southeast side of the Bridge (Pole 4). TTD conveyed the communication cable can be temporarily interrupted.
- One (1) City of Norwalk aerial fiber communication cable travels underneath the west side of the Bridge. Cable utilized for traffic signaling and municipal communications.
- Aerial fiber cable located underneath the west side of the Bridge is owned by Lighttower. Lighttower plans to permanently relocate their cable.
- IceNet cables located underneath the west side of the Bridge.
- TTD conveyed the power circuits that travel underneath the bridge can be de-energized for a brief period of time that eliminates system redundancy.
- Relocating the three conduit raceways to against the west abutment underneath the sidewalk was discussed. TTD questioned the cost versus benefit of the proposed relocation. This proposed relocation to be discussed at a future date.



## 5. Discussion

- City of Norwalk conveyed a potential for converting all aerial utilities on East Avenue to underground in proposed construction areas.
- City of Norwalk is hosting ongoing community outreach sharing proposed features of both the East Avenue Roadway Improvements and East Avenue Bridge Replacement Projects. Discussions to focus on interim train station changes, commuter parking, access, and traffic control.
- A temporary 480VAC, 3-Phase electric service was requested for construction lighting, power, etc. Service type and location to be determined at a future meeting.
- CT DOT requested clearances for TTD duct banks. 36" of depth was conveyed with 12" of physical separation from adjacent drainage piping.
- Vertical working clearance of 15' was discussed underneath the 115KV Eversource transmission lines. Eversource to provide crane and spotters. Short-term transmission outages are possible. Outage requirements to be determined at a future meeting.
- Train Station parking and platform lighting electric services were reviewed.

## 6. Action Items

- CT DOT to plot proposed drainage piping at Station 16+21.
- TTD to develop workaround plan for their 96-pair aerial fiber communication cable that travels underneath the west side of the Bridge from a pole located at the northwest side of the Bridge (Pole 5) to a pole located at the southeast side of the Bridge (Pole 3).
- TTD to explore workaround plan for their 6-pair aerial copper communication cable that travels underneath the east side of the Bridge from a pole located at the northeast side of the Bridge (Pole 6) to a pole located at the southeast side of the Bridge (Pole 4).

- Frontier Communications to field verify East Avenue pole locations.  
Report to CT DOT in 1-month.

**End Of Draft Meeting Notes**



# East Avenue

Utility Poles in Project Areas

POLE 14

POLE 13

POLE 12

POLE 11

POLE 10

POLE 9

POLE 7

POLE 8

POLE 5

POLE 6

POLE 3

POLE 4

POLE 1

POLE 2

## Notes:

1. Widening East Avenue Roadway +/- 4 ft curb to curb between Fort Point Street and Myrtle Street.

2. Elevator and Stair Structures proposed to the west of Pole 3 and east of Pole 5 under the East Avenue Bridge Replacement Project.

Google earth



## Deb Goldstein

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**From:** James W. Smith  
**Sent:** Monday, June 19, 2017 2:39 PM  
**To:** TTD Board Members  
**Subject:** FW: TTD - East Avenue Bridge Replacement and East Avenue Roadway Improvements  
**Attachments:** TTD - Draft DOT UCM 001 Meeting Notes - 6.12.17.pdf

Folks: FYI on East Ave Roadway project. Both parties are requested to take notes ( Mike/Jim and CAI and share.  
Jim

---

**From:** Mike Adams  
**Sent:** Monday, June 19, 2017 9:48 AM  
**To:** James W. Smith  
**Subject:** FW: TTD - East Avenue Bridge Replacement and East Avenue Roadway Improvements

Jim,

I ask Ralph from CAI to follow up with meeting notes from my utility coordination meeting last week. Please find attached his submittal for your review.

Regards,

Mike Adams  
General Line Foreman  
Third Taxing District  
2 Second Street  
E. Norwalk, CT 06855  
Ph: 203-866-9271  
[madams@ttd.gov](mailto:madams@ttd.gov)

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**From:** Ralph S. Catalano, P.E. [<mailto:rsc@psscs.com>]  
**Sent:** Friday, June 16, 2017 5:13 PM  
**To:** Mike Adams  
**Cc:** Joe Cristino; Lois Buchanan; Lucy Peterson - CAI  
**Subject:** TTD - East Avenue Bridge Replacement and East Avenue Roadway Improvements

Good afternoon Mike, I hope all is well!!

As requested, please find attached Draft Meeting Notes for Utility Coordination Meeting 001 - East Avenue Bridge Replacement & Roadway Improvements. Please review and provide your comments. Going forward, we can develop final meeting notes to include your comments or any changes.

Have a good weekend!! Please contact me if you have any questions.

Best Regards,

**Ralph S. Catalano, P.E. - Principal**

Cristino Associates Inc. | Power System Solutions, LLC

Office: 203.938.0500; 203.493.7027 | Fax: 203.938.0511; 860.896.1004

Cell: 860.883.6350 | Email: [rsc@psscs.com](mailto:rsc@psscs.com)

Web: <http://www.cristino.com> | <http://www.psscs.com>

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## Norwalk "Walk" Bridge comments:

With the impending "Walk" bridge construction on the Norwalk River by the Norwalk Harbor, I feel compelled to write this letter as I could not stick my head in the sand on this project. The Environmental Assessment/Environmental Impact Evaluation (EA/EIE) immediately gives me the feeling that, due to its length, most will not read it and will be impressed just due to the length. That is far from the truth.

The EA/EIE Section 4 (f) Evaluation Environmental impact Evaluation made me absolutely cringe and was far from a professional job, except when discussing the railroad. I am sure researchers from the University of Connecticut or the CT DEEP could do a more accurate and superior job of identifying what organism can be found in the harbor as well as how the currents will be shifted by construction, and how dredging will affect the harbor. UCONN should seriously be considered to write the EA/EIE as they will approach it without a bias and are a skilled resource in our state and this can add to their knowledge of the State's waters and resources.

I am writing this as simply a taxpayer, no affiliation to any political party nor any organization, but as a biologist who tends to think logically and has been on and in the waters of Long Island Sound and the Norwalk Harbor for over 45 years. I also have a lack of faith in the leadership in the community and the State to do what is needed as Norwalk has not had a great track record with major construction projects and the staff and consultants they hire to make sure the projects are done correctly, and the State has not had a great record for bridge maintenance. For example, the "Bound Brook Estates" (sinking homes), the Norwalk H.S. gym (put in sideways), the Norwalk H.S. addition (forgot the bathrooms), and the Brien McMahon addition did not follow the original Educational Specifications which I was in charge of putting together. These Ed. Specs were not a personal fantasy, but, were gathered from discussions with each teacher, each department, the administration as well as the public. In the original ed specs for the BMHS addition it called for 15 rooms for science, solar panels, and glass southern exposure to trap passive solar heat for winter months. The "experts" that attended the 2003 public meeting at Brien McMahon said that the student population of Norwalk was projected by their calculations to get smaller (I wondered what planet they came from) so they put in less rooms, and solar and passive solar were not efficient and nor cost effective and we all remember what happened to the cost of fuel and energy after that – the extra cost would have long been paid for by now. As for the State, how can we forget the Mianus bridge and all of the bridge inspection reports that have appeared in the newspapers since then citing a serious need for maintenance. Please, I would hope we can get this bridge right.

To start, are we putting the cart before the horse with this bridge project? Before any large-scale construction is planned the issue of dredging the Norwalk River needs to be examined and settled on. After the last dredging of the Norwalk Harbor in 2014, the members of the Harbor Commission were advised by the Army Corps of Engineers that the 2013-14 dredging was probably the last dredging that would be paid for with federal money due to a lack of commerce up river. If this is true, and the Feds, the City of Norwalk, CTDOT, nor anyone else are not going to pay for dredging, then there is no need to plan a movable bridge to last the next 100 + years as large vessels will not be able to go up



river after 30 years that would require any opening!!! I don't know how much of a tax increase the Norwalk taxpayers are willing to take on to cover this cost for mostly recreational boaters and someone else's business. Dredging a river is much more expensive than paving a road and it needs to be done more frequently.

Dredging of the harbor has taken place in 1872, 1873, 1874, 1875, 1878, 1879, 1880, 1881, 1882, 1884, 1886, 1888, 1890, 1907, 1945, 1950, 1953, 1954, 1955, 1956, 1960, 1964, 1980-81, 2013-14. The earlier dredgings took place more frequently as the equipment was smaller and less powerful and could only complete the work in sections of the river and harbor, but as equipment improved, it became necessary once every 10 to 25 years and could be done in 1 to two years. However, major storms could change all of that as more sediments wash down stream and more frequent dredgings could be needed. We know from the past that at least 4 feet of sediment can be shifted into channels from one storm.

Also, in Norwalk city planning, there are future plans to develop along the river and harbor, reducing the number of marinas.

In speaking to people from ConnDOT on 8/16/16 at the Maritime Aquarium at Norwalk, I was told that there would be very little impact until construction would begin. WRONG! Merchants on Washington St., and Water St. already know there will be road closures and they will be impacted. I know from talking with people at law firms as well as real estate agents – it has already impacted them. No merchant in their right mind would invest in a business on these streets not knowing, at least for the next 4 to 5 years, when access to the business will not be available and for how long. Some are already thinking of bailing out. How many restaurants can keep staff when opening and closing irregularly? Most staff will leave for jobs with a degree of consistency if given the opportunity. How many patrons would go to restaurants with constantly changing staff and not knowing when they might be open or not, or if parking is far away – especially during winter months?

The following was presented at the meeting on 8/16/16 at the Maritime Aquarium:

- 1) The single rise Bascule bridge – side nearest Aquarium (west side) opens and closes. East side is hinged.
  - a. Pro's: fewest moving parts of moving bridge therefore lower maintenance cost, less taxpayer investment over time.
  - b. Con's requires: building parallel tracks to existing bridge – requires more eminent domain property seizures. Would require new foundations and removal of the old foundations. Dredged material would need to be disposed of – dumping it in Long Island Sound only hastens the speed in which it fills in and takes away another colder habitat for animals in warm weather. Would require hardening of the river banks up and down stream from the bases of the bridge due to eddies created by bases deflecting river currents. If mechanical failure, the RR lines are shut down. Work might require relocation of overhead power line towers.

- 2) Through Truss Vertical Lift bridge – entire mid section rises to accommodate large vessels. Must lift 80 to 100+ ft to accommodate sail masts. A 70 ft. sailboat can have a mast 93 ft. in length.
  - a. Pro's: would probably provide the most jobs to build for 3 or more years. Most companies would love to build this due to the amount of work it would require. It would be an engineering feat that would probably garner awards – engineer type people would come to see it.
  - b. Con's: would be the most expensive, would require duplicate lift systems, and therefore double the cost of maintenance of mechanisms to open the bridge. Would also be the ugliest when viewed from I95 or the harbor. Could require double the time down for maintenance and double the price. Would require new foundations and removal of the old foundations. Requires building parallel tracks to existing bridge, - requires more eminent domain property seizures. Would require hardening of the river banks up and downstream from the bases of the bridge due to eddies created by bases deflecting river currents. Work would require relocation of overhead power line towers.
- 3) Through Truss Rolling Bascule Bridge — In this alternative, a pair of 160-foot Truss Rolling Lift Bascules will each carry two tracks adding redundancy so a mechanical problem does not impact all four tracks.
  - a. Pro's: would probably provide the 2<sup>nd</sup> most jobs to build for 3 or more years. It has the ability to have a backup if mechanics for one bridge failed – at least two tracks would be open.
  - b. Con's: would be the 2<sup>nd</sup> most expensive, would require duplicate lift systems, and therefore double the cost of maintenance of mechanisms to open the bridge. Would require new foundations and removal of the old foundations. Requires building parallel tracks to existing bridge, - requires more eminent domain property seizures. Would require hardening of the river banks up and downstream from the bases of the bridge due to eddies created by bases deflecting river currents. Work would require relocation of overhead power line towers.

Not shown at meeting: Weld present bridge in place, build support system above and around the bridge (truss work) as well as new cross members under the bridge. Cut out old support system which will provide an extra 10 to 15 feet of clearance. Either buy a tug for Devine bros. to pull barge to their business – leave it north of the bridge – or compensate them for the additional cost for trucking material. Compensate United Marine for a loss of revenue based on business the last 10 years.

- a. Pro's: Cannot fail open! Would require less seizure of property by eminent domain. Would cost about the same as a single lift bridge. Should not require a loss of Metro North service as construction could take place during service. Would reduce dredging, and have less of an environmental impact. Once the old supports under the bridge are removed the greater majority of the 250 boats up river will easily pass under the bridge and not need it open (most do not need it open now)! Could be done mostly



from the river and on the existing bridge. Would require the least maintenance. Because no additional tracks are needed, less eminent domain seizures are needed. Zero maintenance for mechanisms to open and close bridge as well as energy costs to open and close bridge. Could use existing foundations if reinforced. Presently at high tide there is about 12 feet of bridge clearance for a vessel passing underneath, this construction method could add another 10 feet or more of clearance at high tide. Would not require moving overhead power lines.

- b. Con's: would cost as much to build as the other bridges – but less for eminent domain. Accommodations would need to be made for the vessels requiring more height south of the bridge in the available marinas, I doubt if it is more than 20.

To get a rough idea of how many sailboats there are up river so I would have an idea of usage other than Devine Brothers, I used Google Earth and came up with the following:

April 2016 – 33 – mostly on shore at United Marine,

Sept 2015 – 14,

Sept 2014 – 15,

Sept 2013 – 9,

March 2012 – 51 – mostly on shore at United Marine,

Aug. 2010 – 15

2011 photo's not sharp enough to identify power boats from sailboats.

Note: United Marine mostly winter stores vessels on shore – only has slips for maybe 10 boats in summer depending on their size.

For the remaining part of this letter I will be referencing the Walk Bridge website section from the notification I received on 9/7/16, "Environmental Assessment/Environmental Impact Evaluation for the Walk Bridge Replacement Project, it appears that there are other bridge options they are looking at: a long span vertical lift, a short span vertical lift and still a bascule bridge but in all cases, each will be composed of two sections with each section containing two tracks so that if the bridge fails open, hopefully they can close one section and have some railroad service. What is listed under section 2.3 "alternatives not advanced for further evaluation" is replacement of the fixed bridge. The reason stated: "Would not meet purpose and need with regard to dependability and capacity for marine traffic". Are you kidding me?! What is more dependable than a fixed bridge? As for capacity for marine traffic – this is the Norwalk River – not the Hudson or Connecticut River. We are going to create a bridge so that a few recreation boaters can go up river and have it cost the taxpayers money for construction as well as maintenance. The boats with tall masts will have the ability to find slips in other marinas. All of the present power boats will be able to pass under the bridge if the replacement bridge is constructed with the support structure above the railroad bed.

The Environmental Impact Statement (EIS) is probably the weakest EIS I have ever seen. It does not show any regard for the Norwalk environment and my high school marine biology students could have done a more accurate assessment of the animal assessment. Section 3 page 79 there is table 3-8 "Essential Fish Habitat in the Vicinity of Walk Bridge" taken from a NOAA Source, has species stated that are very misleading. The NOAA Fish Habitat Mapper v 3.0 is a regional mapper – NOT SPECIFIC to the Norwalk Harbor in the vicinity of the bridge. Indeed, it is way off as in the harbor we do not

find Little Skate, Squid, Atlantic Mackerel, Atlantic Butterfish, and Atlantic Herring, Pollock, Ocean Pout, and Red Hake. We can, on occasion, find some of them outside the Harbor beyond the islands in more saline water – but they are just passing through the area. What are probably the most abundant in-harbor species are *Fundulus sp.* (mummichogs, killifish), Atlantic Silversides, Menhaden, cunner, tomcod, pipefish, sticklebacks and Tautog– and they are not even mentioned and are primary food sources for the larger fish species! These are all species that could be affected by silt, noise and changes in dissolved oxygen levels, as well as the fluke and flounder that they do mention.

In the section on Water Quality, there is no mention of how dredging up the river bottom will release the industrial wastes buried there over the years that came from hat factories (mercury) as well as the drum recycling company and a chemical company and how it will impact shellfish beds further down stream and into the harbor as this material may not be stopped with a screen. It only mentions that they will be disposed of by existing guidelines (whose?) and it is mentioned later that screens will be used, but it does not mention to what degree they are efficient. And, it does not mention under what conditions will they cease dredging (if specific tolerances are exceeded).

Throughout the “Environmental Assessment/Environmental Impact Evaluation for the Walk Bridge Replacement Project, there are sections titled “No Build Alternative” and “Build Alternatives”. Again, I find it beyond logic wondering why total replacement of the bridge in place, girder by girder is not considered! If you look at how minimal the impact will be, it makes no sense, Yet on table 2-1 listed under “Alternatives Not Advanced” for High Level option fixed bridge it states “High environmental impacts” and “High Costs”. If no new piers are required, no removal of salt marshes, and minimal dredging to how would that have more environmental impact? And, how could a fixed bridge not be dependable?

For Mid-level option for fixed bridge it would meet the purpose of most of the marine traffic and would be more dependable than a moving bridge as nothing has to move and if the support system takes place above the bridge, the clearance for vessels should be over 25 feet. I do not understand how they say it would not meet needs for dependability – it doesn’t have to move!

Pg. 3-82 in the list of birds actually seen on and in proximity of the “Walk” bridge, the list is missing: peregrine falcon, American coot, Brant, Cattle egret, Common Loon, Greater and lesser Scaup, Old Squaw (Long tail), and the past two years we had bald eagles fishing the river from late April to August.

On pg 3-83 under marine mammals, both ringed and harbor seals have been seen in the river by the bridge. Also, for marine turtle, the most commonly found in the area is the diamondback terrapin. Their young as well as snapping turtle young have been found on the banks of the river by the bridge.

In 3.1.3 – Potential Impacts, there is no mention as to an estimate for the loss of revenue to the businesses on Washington St., and North Water St. due to road closures.

Nor, the potential loss of the rowing program, which has made a significant contribution to the Olympic rowing program with three rowers coming from programs on the Norwalk River in the past 10 years. At least twenty seven have rowed in college, at least 8 have placed in world and national



championships and over 20 have placed in junior national championships which probably opened their doors to NCAA competition. This is a major accomplishment, and could be impacted severely by construction. Rowers are required to row up to 3000 meters, and when training, this takes them from the river into the Harbor. The longer construction blocks this passage, the more it will cut into the training. It is being treated like they are just a bunch of recreational rowers out for a good time! Many of the present youth rowers have their future on the line and need to excel to be competitive on the NCAA or National level or Olympic level.

#### Section 4 "Resiliency and Sustainable design"

Before we even start on analyzing this section we should be aware of the fact that with Tropical Storm Sandy, the tidal surge brought the water level up to within one foot of the tops of most pilings. If the storm had lasted one more hour, most of the docks, and boats attached to them would have all been floating loose and slamming into each other and what ever was in their way, including buildings, and bridges. Having stated that, please note that according to table 4-1, if we follow NOAA's high scenario, we should be prepared for a water level rise of 9 feet over the next 100 years. Now, add onto that another 15 to 20 foot tidal surge for a category 4 or 5 hurricane and the bridge and tracks will need to withstand the impact of the vessels. We have had four category 3 hurricanes hit Connecticut (1938, 1944, 1954 and 1985). If severity is going to increase as we are told to expect, we should have the same number in this next century, but they will be category 4. So, if one really wants sustainability – there needs to be an entire raising of the railroad bed, tracks and bridges or movement well above sea level.

As far as resiliency – the best way to get hazardous weather resiliency would be to run a parallel set of track along interstate 95, which for the most part, is elevated enough not to worry about coastal flooding. Having a second set of tracks next to the ones that should be impacted doesn't provide any resiliency. Having two sets of tracks on a bridge doubles the maintenance costs and if one set fails, yes the railroad might get through if the railroad beds are not wiped out, but not the vessels.

Section 5 it states that CTDOT will employ best management practices (BMP's) during all the work on the water. Whose BMP's? Where will confined sediment be placed? If roundabouts are used, and wheel greasers are implemented, what will be used to minimize the petroleum that ends up on the ties and rails from getting in the water? There is no mention of the amount of acceptable noise both in the air and water. Please take a look at the environmental impact statement for the Tappan Zee bridge. They cover all of that.

In table 5-2 there is no mention of blue-back herring, northern diamondback terrapins, common Loon, great and snowy egrets, bald eagles (2 this year) seaside sparrow. Anyone who has spent a few hours on the shore here in the summer would be aware of the loons, egrets and sparrows.

I would hope that the leaders of the State of Connecticut and City of Norwalk would require that the CTDOT do a much better analysis of this bridge program and a professionally done environmental impact statement by trained scientists and economic impact by trained economists for Norwalk. It is

sad to think that State officials think so little of the people of Norwalk to think all of us would be impressed with this document and buy into it.

If you would like to discuss this please feel free to contact me.

Most sincerely,

Joe Schnierlein  
38 Grandview Ave.  
Norwalk, CT.

[jschnierlein@optonline.net](mailto:jschnierlein@optonline.net) or (203) 858-7640 (cell)



# Eversource Transmission Relocation Project

Norwalk Harbor Commission  
September 27, 2017

- Introductions
- Project Need
- Work in the Harbor
- Design criteria
- CT Siting Council
- Environmental Permitting
- Schedule

- Eversource currently has two 115,000 (115-kV) transmission lines that run along the railroad corridor.
- In order for the Walk Bridge to be rebuilt Eversource must relocate these lines through SONO, reconnecting to the railroad corridor further east.
- The Project team has been meeting with state and local officials for over a year.
- In April, the City, CDOT, and Eversource reached agreement on a preferred route.



# Proposed Route for the Transmission Lines



- **Electrical Reliability/Constructability**
  - Meets all required electrical reliability standards; proposed route limits any hard angles and minimizes coordination with the railroad
- **Project Cost**
  - All routes that were reviewed are similar in costs
- **Limit Social impacts**
  - Versus other design options: eliminates need for OH lines throughout SONO, constrains impacts to residential & business properties, avoids impacts to sewage treatment facility and Heritage Park and limits impact to Veterans Park
- **Limit environmental impacts**
  - Poses no adverse impact to use or health of Norwalk Harbor



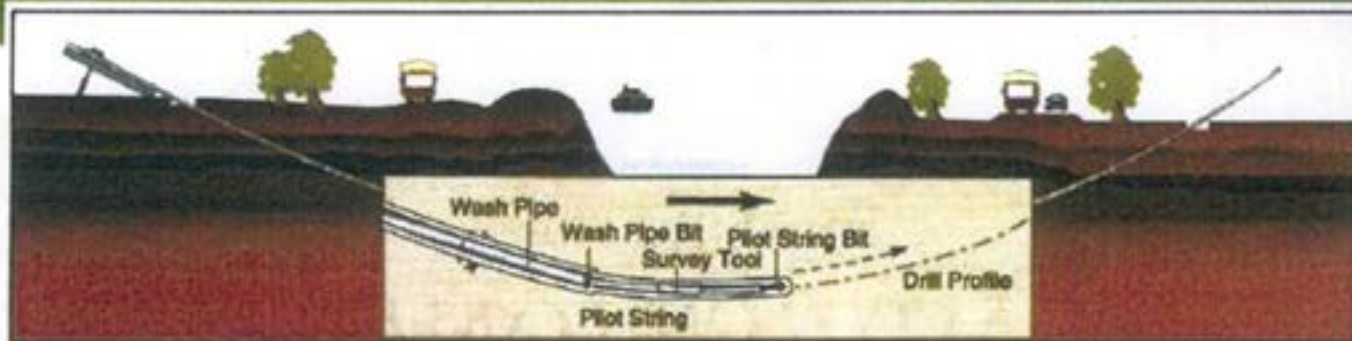
# The Norwalk Harbor



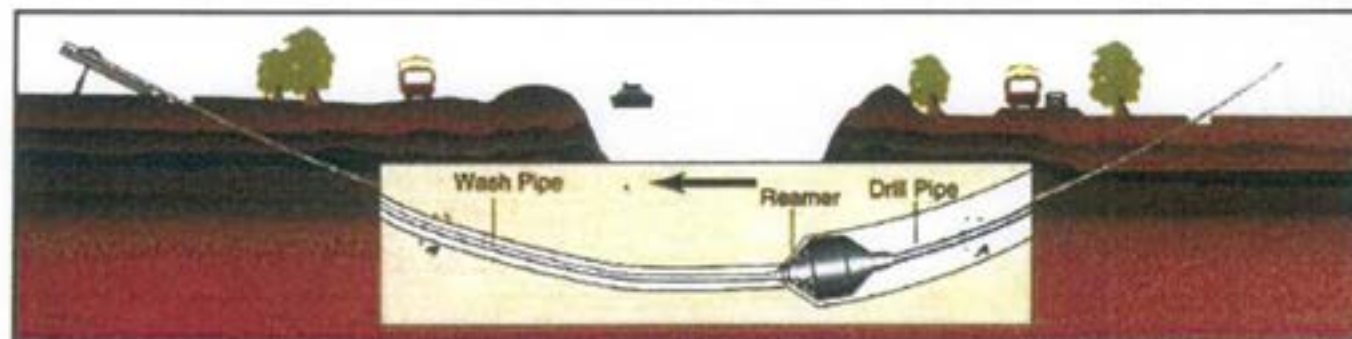
- Eversource will propose crossing the harbor with a horizontal directional drill (HDD)
- HDDs are typically used when open trench excavation is not practical such as under bodies of water or highways.
- In the proposal, 90 Water Street would be the "sending" site. The Project has spoken with the Spinnaker leadership and they support our use of the site.
- Veteran's Park would be the "receiving" site.
- The current schedule has the HDD work beginning in 4<sup>th</sup> Q 2018.

# Horizontal Directional Drilling

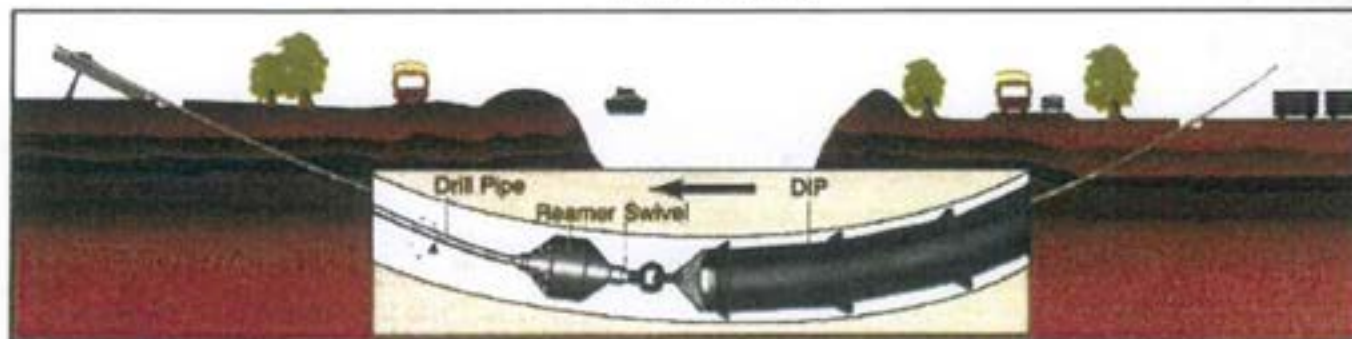
**EVERSOURCE**  
ENERGY



**PILOT HOLE**



**PRE-REAMING**



**PULL-BACK**



# Horizontal Directional Drilling

EVERSOURCE  
ENERGY



## Required Environmental Permits

- DEEP LWRD - Structures, Dredging and Fill Permit  
Harbor Commission Consultation  
ACOE Consultation  
Aquiculture Consultation  
Shellfish Consultation
- ACOE – Section 10 of the Rivers and Harbors Act  
Construction Permit  
DEEP Stormwater Pollution & Control Plan



- The CT Siting Council (CSC) has authority over all electric facilities 69,000 volts (69 kV) and above.
- The Project will be filing a Petition For A Declaratory Ruling that no Certificate of Environmental Compatibility & Public Need is required with the CSC.
- The CSC has 60 days to review the filing but they have the ability to extend the review period. They also have the ability to deem it necessary to conduct a public hearing.



## Project Schedule \*

Begin working with Norwalk officials – 3<sup>rd</sup> Q 2016

Agreement with the City and CDOT on the route – 3<sup>rd</sup> Q 2017

File the Petition with the CT Siting Council – 4<sup>th</sup> Q 2017

File Environmental Permits – 4<sup>th</sup> Q 2017

Begin Construction – 4<sup>th</sup> Q 2018

Complete Construction – 4<sup>th</sup> Q 2019

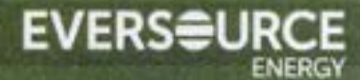
Brief Stakeholders – 2016 through 2019

\* subject to change

- **Key Stakeholders**
  - Property Owners/Residents
  - Businesses
  - Local Officials
  - State Officials
  
- **Communications**
  - Briefings, Presentations
  - Emails
  - Door hangers
  - Field meetings
  
- **General Public:**
  - **Transmission Hotline 1-800-793-2202**
  - **Email: [TransmissionInfo@eversource.com](mailto:TransmissionInfo@eversource.com)**



## Contact Information



For municipal officials:

Scott McDermott

Transmission Project Manager

860.728.4831

[scott.mcdermott@Eversource.com](mailto:scott.mcdermott@Eversource.com)

Marcia Wellman

Transmission Senior Project Manager

860.728.4547

[marcia.wellman@eversource.com](mailto:marcia.wellman@eversource.com)

For the public:

Transmission Hotline 1-800-793-2202

Email: [TransmissionInfo@eversource.com](mailto:TransmissionInfo@eversource.com)